



## LANCAIR INTERNATIONAL LLC. — NEW NEIGHBORS AND GOOD FRIENDS

**Chuck Fisher**

This month chapter 35 welcomed Conrad Huffstutler and his team from Lancair, now based exclusively in their gorgeous facility in Uvalde TX.

The Huffstutlers are friends of our chapter, and among the most passionate aviation enthusiasts anywhere. Most of us know the Huffstutlers from their remarkable work with Warbird restoration and appreciate the patience, talent and skill that required. Previously Conrad has visited our chapter to show us his restoration of a Grumman Wildcat from bare bones, flying his magnificent T-6 to the field. Conrad grew up in aircraft and has flown everything from trainers to the highest performance warbirds and turbine jet aircraft. But he is a builder, and he and his father are meticulous craftsmen with technology skills that have made them successful designers of dozens of supplemental type certificates, and enabled them to do total restorations of some of the rarest up to some of the highest performance aircraft flying.

Now, Conrad and his father Mark, have opened a

new chapter in their business, having acquired and relocated the entire Lancair production facility from Oregon and the Philippines to their massive manufacturing and repair facility at Uvalde, TX. Lancair owners and devotee's themselves, this is a labor of love for them, and an opportunity to create the ultimate flying machine on a more manageable budget for owners and pilots. Having just moved the facility to Uvalde, they have already made remarkable progress and have recently introduced and started manufacture of a new model, the MAKO.

Lancair aircraft are already well known for speed, comfort and a sexy sleek design that makes them look fast sitting on the ramp. They have a superb track record of performance and well over a thousand devoted owner-builders already flying. Lancair models have evolved over time and include 4 place high speed cruisers to 2 place personal rockets that have literally defined a new class of Reno racing. However, when Lancair began to focus on the tur-

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**March 2018**

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**Next Event**

**Mar 10**

**Lunch 1130  
Hangar Tour to follow  
Chapter 35  
Clubhouse**

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**Featured Event**



**Chapter 35 Spring Walk-around  
& Hangar Visits  
(and food!)**

## PRESIDENTS COCKPIT

**Steve Jones**

**Making a Difference.** On March 22<sup>nd</sup>, Phil and Susan Vaneau will represent EAA Chapter 35 at the San Antonio Aviation Hall of Fame Dinner. On invitation from the Dee Howard Foundation, Phil and Susan will represent our Young Eagles program and our Educational Outreach program to movers and shakers within the San Antonio Aviation community. Additionally, our Young Eagles program was recently granted \$250 by the Dee Howard Foundation in recognition of the great work we're doing, introducing young men and women to the joy of flight and the possibility of a career in aviation. A special thanks to Wayne Fagen, chairman of the Dee Howard Foundation for his support of EAA Chapter 35.

**February Meal.** Fifty-seven members and guests gathered under a canopy of clouds. Master Pilot and UFO Jim Humphries led us in the invocation, then your Facility team and volunteers served hearty beef stew and delicious red beans and rice. This seemed like the perfect complement to the weather, which warmed up and lifted the clouds, too late to accommodate a visit by the Lancair Mako. However...

**A Visit by Lancair!** Conrad Huffstutler, Joshua Johnson, and Humberto presented the new Lancair, anyway. Consolidated from the previous headquarters in Bend, Oregon, with production equipment moved en masse from the Philippines, Lancair, now headquartered in Uvalde, Texas is open for business. The new Mako, an impressive reimaging of the Lancair ES, is in the air, and the first customer aircraft is under construction at the Lancair facility. Conrad and company have great plans for Lancair, and the impact they're having, bringing skilled engineers back to work is nothing short of miraculous for their community. Lancair assesses their Mako, with highly automated retractable nose gear, will deliver exceptional performance for half the cost of a Cirrus.

**Master Pilot Award.** Our chapter is blessed with talent, borne of years of experience. Our master pilots and mechanics showcase to the world that mastery of the profession rewards all of us with the safest, most efficient aviation network in the world. On March 10<sup>th</sup>, join us at the chapter clubhouse as we honor Master Pilot Jim Humphries. Charlie Hamilton of HQ FAA will present Jim the Master Pilot Certificate in recognition of fifty years of safe, rewarding flying.

**Hangar Tour and Progressive Lunch.** Join us following Jim's award as we tour various hangars on San Geronimo for updates to build projects such as Maarten Versteeg's Zenith CH-640 – one of a vanishingly small cadre of four-seat Zeniths to progress this far into the build. This event starts at the chapter clubhouse with hearty soup and fresh garden salad before the Master Pilot presentation,

continues through various tour stops with light fare such as popcorn, chips and queso, and other delectables yet to be announced, and wraps up with coffee and dessert back at the chapter clubhouse. This is our fifth running of the tour, which gets better each time! Don't miss this.

**Movie Night.** As of this article, the movie hasn't happened yet, so I have use a little creative conjecture. Assumptions: no floods, fire, famine, or fights broke out, and everyone enjoyed "The Blue Max", starring George Peppard, James Mason, and Ursula Andress. The lights dimmed and the scene opened to a group of valiant but doomed soldiers of the German army spilling out of their trenches, tragically caught on the wrong side of history. Planes scudded low overhead. There would be no quiet on the Western Front. A tale of conflict, intrigue and forbidden love. It had everything!

**Get Involved.** Your chapter, over 120-strong, needs you. Do you have a skill or experience you want to share? Do you see something that just needs a little of your time to make it right? Jon King did, and as a result, our name badges are proudly displayed by the door, as they should be. Get involved! It's a lot of fun and you'll be doing something you can relate to your grandchildren around the fireplace one winter evening.

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



## NEW MEMBERS

Please welcome,

**Michael and Susan Smith**

The Smith's are from Boerne, TX where he is retired. He and Susan have retired, launched their children onto their careers and now it's time to build his airplane. He previously owned a Cherokee 180 and now would like to build an RV-7A or 9A. He has joined the Chapter to meet other RV builders to learn the ropes.

You may contact Michael at [jmsmithcpa@yahoo.com](mailto:jmsmithcpa@yahoo.com).

**Brad and Clarita Parra**

The Parra's are from Cibolo, TX where he has retired from the USAF as an In-Flight Refueler. He now flies an Avid Flyer Odyssey and is restoring an Earthstar. He has built several aircraft as well, an X-Air, Avid Bandit, and titan 1.

You may contact Brad at [claramorpar@gmail.com](mailto:claramorpar@gmail.com)



# CHAPTER BULLETIN BOARD

## FLY OVER & HANG OUT



Third Annual Hallettsville Fly-In & Pig Roast  
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### Chapter 35 Hangar Tour and Progressive Lunch

**Main Course:** Hearty Soup anchors this eclectic and adventurous meal as we stoke our fires in preparation for the fifth annual Hangar Tour and Progressive Lunch

**Side Dish:** Fresh Garden Salad

**To Drink:** Lemonade, non-sweetened Iced Tea, Coffee, and sugary evil carbonated beverages taxed to oblivion in certain corners of the country. (but not here!)

**Desserts:** Requesting pies, cakes, cookies, brownies or anything you like. Meet back at the chapter clubhouse following the tour to cap the adventure with coffee and dessert!

**Shout Out:** Thank you to all our volunteers and preparers who supported last month's meal:  
 Cooks

- Freda Jones – Beef Stew
- Roxanne and Danny Beavers – Red Beans and Rice
- Gail Scheidt – Fruit Salad
- Nancy Mason – Chocolate Cake
- Georgia McCarly – Large Cup Cakes
- Unknown Veteran – Miniature Cup Cakes with Sprinkles
- Peggy Fisher – Homemade Cookies

Servers

- Roxanne Beavers
- Mary Ann Schlattman
- Peggy Fisher



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to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements. It 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](mailto:ea35news@gmail.com)

## LANCAIR CONTINUED

(Continued from page 1)

bine market with the Evolution line, the experimental piston line was separated. It is this experimental piston line of aircraft that are now resident here in Texas.

The first priority for Conrad and his team is supporting the 2000 plus aircraft flying and under construction around the nation. By consolidating all of the tooling, molds, parts and engineers in a single location, they feel they can better support each of the kits. They offer everything from expert repairs to simple annuals right on site, by folks that know Lancair aircraft literally from inside out. They'll be actively engaging owners in nationwide rallies and training events, and really want to enhance the owner's experience by enhancing the sense of community.

But, this talk was also about the most exciting thing on the horizon, their new aircraft offering – the MAKO. This a four place aircraft based on the Lancair ES. The team has added gull-wing doors to both sides and depending on latch configuration will even be able to offer it in a pressurized configuration. The left and right side-sticks have been re-designed to offer a right hand stick and left hand throttle configuration from each seat. They've somehow improved aerodynamics, performance and comfort for 4 actual human beings over the already outstanding ES and paid attention to details like adding exterior illumination that is brighter than a 747.

The most notable external feature is an automatically retracting nose wheel. Thus, this is actually a fixed gear aircraft, but at cruise the nose wheel retracts out of the propeller slipstream. Conrad explained that while the rest of the aircraft and gear are faced with the wind-speed of the aircraft only, the nose gear is actually being blasted with twice that amount of airflow, and thus logarithmically increased resistance from the propeller wash. By removing the nose gear from the propeller blast and cleaning up the nose, the aircraft gains 10-12 knots of cruise speed. Wow!

Like all Lancairs, the MAKO is a formed fiberglass aircraft and proper construction requires a skill, some specialized tools and chemicals, and a lot of time. As a result way too many kits never make it out of the garage, and quality of construction can be widely variable. Conrad and his team want each Lancair to be of the highest quality possible. So, the plan is for all Lancairs henceforth to be

built on the premises using a builder assistance program. This guarantees the epoxies and adhesives will be correct and fresh, and that each assembly and technique will be done to industry standards under experienced, watchful eyes. In this fashion every plane should be machined and assembled to exacting specifications for maximum safety and performance.

Speaking of performance. The Mako is a true 4 seat aircraft designed to rival the Cirrus and Corvallis TTX in comfort and performance, but at about half the price. It has about 1300 lbs. useful load, yet cruises at 220 kts (turbo) with 5 hours endurance or 190 kts with a 6 hour endurance for normally aspirated versions. The recommended power plant is a Lycoming IO-540, 6-cylinder, fuel injected, 3-blade constant speed propeller and a Turbocharged version is optional. Conrad related that he had recently flown the MAKO from Redmond Oregon to Uvalde Texas - non-stop. That is a travelling plane!



Yet, as fast as it is, the MAKO is not prone to the instability and high speed landings its earlier predecessors developed a poor reputation for. The MAKO is very conventional with a clean stall in the mid 60 mph range, an 800 foot landing roll and 600 foot takeoff. So although a speed demon, it would be totally comfortable in almost any small airfield like ours.

Chapter 35 is fortunate to be in the center of so much aviation history from the past, and able to participate in and witness aviation history of our future. The innovations at Lancair, right in our backyard at the hands of members and friends are exciting; and they will help define experimental aviation as a safer, higher technology option to certified aircraft at a fraction of the price. By being in the Experimental classification, Conrad and his team are able to rapidly prototype new technology and safety innovations that manufacturers of certified aircraft simply can't afford to test and certify. So, although not cheap, these aircraft really are the state of the art, and with continued innovation will remain the cutting edge of general aircraft technology.

We thank Conrad Huffstutler, president of Lancair and his team members Joshua and Humberto, for coming in person to share his vision and experiences.

And, we welcome Lancair to Texas. We're mighty proud of our new neighbors! -





## A VISIT TO NORTH VALLEY FLYERS EAA CHAPTER 1148

### Darren Medlin

When travelling it's fun to meet other EAA'ers and learn about their chapters, people, planes and projects. Recently I was in Corning California and was able to attend the North Valley Flyer's EAA Chapter 1148 monthly meeting. Corning, and the chapter hangar at the municipal airport, are 150 miles north of Sacramento in Northern California with a clear view of Mt Shasta to the north.

The Corning municipal airport has a 2,700' north/south runway, and though it has no fuel it has one of the most interesting FBOs around. Carol and Brian Carpenter run the FBO, called Rainbow Aviation, and I'll detail their very interesting business in another article. The city's airport has a long history which is well described on the chapter webpage (<http://www.1148.eeachapter.org/corningairporthistory.htm>) but is now a sleepy country airport with one row of hangars and an old Army building.

EAA Chapter 1148 meets in a large old wood hangar with unique, and moderately functional, accordion doors. A product of Carol Carpenter's mechanically "creative" dad from when he owned the hangar. The first Saturday meeting kicked off with lunch and we enjoyed some delicious tri-tip cooked up by the members.



I had to smile when I got my cup of coffee. Move over Folgers, Chevron 10W40 is the beverage of choice at this EAA meeting.

Two airplanes



that flew in for the meeting merit special mention. The first was a good looking Ercoupe.



I noticed an interesting name painted on the cowling and asked the pilot about it.

He explained that the original owner was bomber pilot in the Pacific during WWII. The

bomber pilot said that during the war if they saw something in the sky they could not identify they were instructed to not report it over the radio or on any official correspondence; but to alert other crews

that something was out there they would sometimes report seeing a "Foo Fighter." So after the war he named his Ercoupe Foo Fighter. A quick internet search shows the words Foo Fighter were used in a comic strip of the period where a character mispronounces "fire fighter" as "foo fighters" and it was used by aircrew in both theaters to describe unexplained or unidentified flying objects.

An otherwise standard looking Cessna sported this interesting spinner. I talked with the A&P who installed it to learn what it was. I was told it is an Avia constant speed prop from the

Czech Republic and was installed about 10

years ago with a field approval on a Lycoming O320 powered Cessna

172. The device is completely

contained in the spinner

and keeps the prop at a constant

2600 RPM. It may be

the only one flying in the

US. It is a bit of a mechanics

constant speed prop (aren't

they all ☹) because it has

been removed for servicing

almost two dozen times to

fix leaks and address other

issues and it has also been

sent back to the factory at least 6 times.

The original owner was a

Doctor who explained his commitment to the Aria wasn't about performance, which was somewhat improved, it was really about inspiring

ramp envy in his fellow pilots. Well, I not sure I'm envious but it

does get a lot of attention.



The next time you are traveling do a quick internet search for EAA chapters near your destination and see if you can attend a meeting. It is a great way to scratch your aviation itch while on the road.

Always Learning,



## CHAPTER BUSINESS AND NEWS FROM MEMBERS

## DOC HECKER: FLIGHT ENGINEER FOR “THAT’S ALL BROTHER”

EAA Chap 35 and CAF member Doc Hecker performed the pre-flight maintenance check, pulled props, fire guarded engine starts and marshaled “That’s All Brother” on its 1st Flight at Basler in Oshkosh, WI on January 31, 2018. He Flight Engineered the 2nd of 3 flights that day.



That’s our Doc Hecker in the center.

## AIR ACADEMY UPDATE

Maartin Versteeg has notified the chapter that we are on the Air Academy waiting list for our 2018 candidate. He will notify the chapter and the candidate if or when we get a spot.

## YOUNG EAGLES UPDATE

Phil Vaneau has set a tentative date for the next Young Eagles event on 28 April 18 at San Geronimo Airpark. Pilots and ground crew will be needed. Please mark your calendar appropriately.



## YEAR OF THE TANKER AT AIRVENTURE

February 20, 2018 — The Air Force Reserve is celebrating its 70th anniversary at EAA AirVenture Oshkosh 2018, bringing part of its impressive fleet of military refueling aircraft as part of AirVenture’s “Year of the Tanker.”

The 66th annual Experimental Aircraft Association fly-convention is July 23-29 at Wittman Regional Airport in Oshkosh, Wisconsin.



## JON KING INSTALLS NEW BADGE BOARD



## Steve Jones

It’s 31F outside on a brisk Sunday morning, and you’re getting ready to hit the road tomorrow for a couple of weeks of rest and relaxation in Colorado. What do you do? If you’re Jon King, you grab your tool bag, hammer drill, and parts to hang the name badge boards in the EAA Clubhouse! And that’s just what he did.

Following the monthly meeting on Saturday, Jon stopped by the clubhouse to grab his jacket and see if there was anything he could help with. Our facility manager, Freda Jones, noted the name badge boards needed some attention. That was enough to spur Jon to action. He returned the next morning with tools and supplies to make it happen. We learned there’s a new product available at our local home improvement stores that makes hanging cabinets much easier than before. They happen to work great for hanging our magnetic marker board as well.

Thanks to Jon, we have both the new magnetic and the old pocket name badge boards mounted by the door, and they look great! Because we need both boards, you’ll find the magnetic board is mounted high. For us tall folks, that means we can post our nametags out of reach of Freda. Heh. (editors note: “Heh” means “I’m about to be in trouble”...!)



# SAFETY NOTES & NOTAMS



## Ron O'Dea

The weather will be improving soon. So, let's review what we need to do as PIC before and during the flight. How many times have you heard a pilot say, after landing, "I didn't know "the runway was closed", "the runway lights were inop", "there was an airshow" "the fuel pumps were inop" etc...

Folks, there is no excuse. It is the PIC's job to know these things before he launches. See Far 91.103. *§ 91.103 Preflight action. Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.*

"Keep you Brain In The Game!"

## Non-Tower Airport Operations

by Joe Shelton Angel Flight West

Since there is a high likelihood that at least one airport on most missions is uncontrolled or non-towered, we'd like to share some thoughts on uncontrolled airport operations. If you haven't flown into an airport before (towered or non-towered), familiarize yourself using all available resources including AF/M, Jepps, pilot guides, local instructors, etc.. Don't forget to review all applicable NOTAMs as well. Field NOTAMs won't be on the ASOS or AWOS.

Since the definition of "uncontrolled" (now referred to as Non-Towered) means that there is nobody separating traffic, there are a few important things to keep in mind. But you should also be aware that even towered airports are only officially responsible for separating IFR traffic so much of the following applies to all airport operations.

1. Prior to your arrival review an airport information manual or appropriate website to familiarize yourself with the airport. It might tell you the favored runway based on the prevailing winds, recommended traffic pattern (especially if it is non-standard), AWOS/ASOS frequency (if there is one), and other important information such as obstacles and other types of operations around the airport (e.g. glider or parachuting operations).
2. If available, get the ASOS/AWOS as far from the airport as you can. Knowing the winds can indicate the most likely runway or runways. It can help you plan you arrival routing and traffic pattern to fit with other traffic and help you to know where to look for other traffic. If weather conditions are changing, check it again as you reach the airport traffic area.
3. Your primary responsibility is to see and avoid other aircraft and to help them see and avoid you. Keep your lights and strobes on. Keep your eyes outside and head on a swivel at all times, especially during the arrival into the airport area, traffic pattern entry and the pattern itself. Use your passengers to help spot other aircraft. Be very aware that many pilots operating at uncontrolled airports utilize non-standard arrival routing, altitudes, and even patterns opposite the

airport's standards.

4. Listen to the CTAF for other traffic starting 20 miles or so before as well as while you are in the airport traffic area. A good job of listening and visualization can give you a sense of other traffic's locations, runways being used, and traffic locations. If you don't hear any other traffic, double check the frequency, correct radio, and volume.
5. Use appropriate communications and be succinct. Ensure that any other traffic knows where you are, where you are going, and your intentions. Announce your location and intentions 10 miles or before when inbound, and at least turning downwind, base, and final. Some pilots refer to their aircraft's type and color rather than N Number on the theory that it helps other pilots know what type and color aircraft they are looking for. Succinctly state the runway you plan to use; for example say "Runway One Two" as opposed to "Runway Twelve". IFR pilots often indicate that they are on a particular approach, but that isn't enough information for a non-IFR rated pilot to know your location. It's better to provide specific direction and distance from the airport. That's true for VFR pilots as well — transients may not know local ground references. When referring to a specific runway, use the runway number and not the phrase, "Active Runway" because there isn't an official active runway at a non-towered airport. The use of the phrase, "Any traffic in the area, please advise," is specifically NOT recommended per AIM 4-1-9-g-1.
6. Don't count on other traffic to do the "right" thing. For example, it is common for aircraft to continue to use the normal runway even when the winds indicate the use of a different runway. In this case, one option is to simply point out the current winds to the other pilots and indicate pointedly which runway you plan on using. The counterpoint is that you should always assume that other aircraft might be departing or landing in the opposite direction to your aircraft. If you are on an IFR approach or departure, be very cautious about other aircraft. Just because you are in IMC conditions doesn't mean there aren't other aircraft in the airport vicinity operating legally or even illegally.
7. Don't argue or correct other pilots on frequency. If you disagree with what another pilot is doing, operate your aircraft safely, communicate as necessary, and, if you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion. Don't tie up the frequency with a discussion; other aircraft may need to communicate.

If you would like more information, a review of the AIM chapter 4-9-1, "Airport Operations Without Operating Control Tower" is a great reference. You can also look at 91.126 or 91.127 for non-tower airports in Class G and E airspace.

Remember, safety is your primary objective!



# CHAPTER BUILDER'S

## Richard Poenisch's Bearhawk Patrol

This is my Patrol after unpacking the quickbuild kit, hanging up the wings and accessories, and putting it on the gear. I was leaving the next day on an out-of-town job and I store it in a 40' shipping container when I am not working on it. Since this picture was taken, I have completed the plumbing and mounting of the brakes and wheels and assembled the float mounts. I have



fabricated the mounts for the rear brake master cylinders as the plane was not designed with brakes for the rear seat. My next project is

to complete the installation of the float mounts and attach the rear brake mounts. Not bad for a total of about 60hrs of work.

The plan right now is to complete the fuselage, then complete the wings. The last thing I plan on doing is installing the avionics, as they are changing SO fast.



My plan is to build the plane the way the designer built his....as light as possible. The designer's plane weighs in at 976lbs with a 2000lb gross weight. Most of the flying Patrols weigh in around 1050lbs. Floats give an extra 700lbs gross weight. I am also planning for the next owner as well. Maybe by then, the FAA will allow experimental to be used for non-agricultural commercial purposes. That is all in the future; so for right now, I just keep on building, "one piece at a time."



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FEBRUARY MEETING- SEE MORE AT <https://www.facebook.com/ea35/> PHOTOS BY CHUCK FISHER

The weather did not cooperate for the February meeting, but it was well attended with a few guests, and some new members added in. We had Conrad Huffstutler speak on their purchase and relocation to Uvalde of Lancair International. Included in the presentation was their new model, the MAKO. They have a new facility for the construction of the all-composite aircraft, along with a very comprehensive owner-builder program to insure quality control to facilitate interchangeability of molded parts. They chose Uvalde because of the weather, size of facilities, and the trained workforce.

Frieda and volunteers provided a bounty of food and desserts for the meal, including beef stew, fruit salads, and a variety of deserts.





JANUARY MEETING- SEE MORE AT <https://www.facebook.com/ea35/> PHOTOS BY BRIAN NELSON AND WALTER R. JONES, JR.





# THE BUILDER'S CORNER

## Annual Inspection Items

### Mark Julicher

I often get the question, "What are you looking for during an annual inspection." The answer of course is, "everything," but that is really not much of an answer, so let me discuss a few items that crop up frequently.

First item: Exhaust leaks. An exhaust leak can do a lot of damage very quickly. An exhaust leak leaves a light brown or gray residue. I look carefully at each exhaust flange, inside heat mufflers, along the exhaust tubes, and at components that are near exhaust tubes. Exhaust impingement will damage other accessories very quickly. For me, the most frequent exhaust leak is at the cylinder exhaust boss where a gasket has deteriorated. In severe cases the gasket is actually deformed. The only good practice is to remove the exhaust header and replace the gasket. If the leak has gone on long enough, the exhaust boss becomes eroded. Mild erosion might be able to be dressed out with special tools, but the labor involved as well as the cost of owning the special tools means that most shops are just going to remove and replace the cylinder.



Photo 1: Eroded exhaust boss. Hint, it is the one on the right

Second item: Cracks. Aluminum, steel and wood all crack. If you train your eye and set your mind to expect cracks it is amazing how many cracks you will find. Cracks are caused by overstress, vibration, and bigfoot. For example, do a casual examination on a typical Piper Cherokee wing and look carefully at the top wing skin directly above the landing gear strut. Too many hard landings will produce cracking here and it is not too difficult to see if you are expecting to see it. Vibration is especially harsh on engine baffles. If baffle edges are not firmly touching places where they should or

if baffles are not firmly secured the engine then they will quickly crack. By "bigfoot" I mean abuse such as stepping on places that say "No Step," or pushing on things that say, "No Push." But for all that, old planes are just going to experience cracks so I look for them and expect to find a few.



Photo 2: Crack in a Cessna 140 rudder. Also some bigfoot damage.

Third item: Loose stuff. Some parts of a plane are supposed to wiggle, but most are not. I typically grab and try to wiggle things and when something wiggles that shouldn't, it usually leads to loose or broken fasteners. Where high stresses occur it is more



Photo 3: Bolts that were holding a loose alternator. The give away was that the alternator belt was loose.



## THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

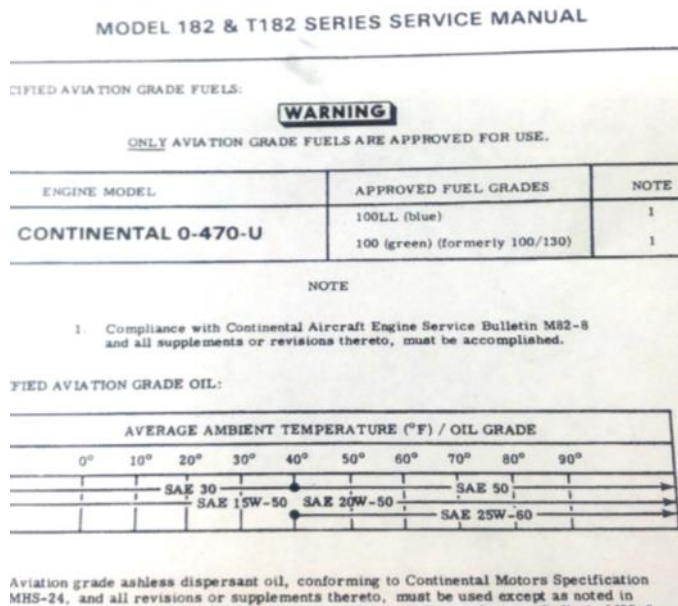


Photo 4: Excerpt from Cessna 182 service manual.



likely to find a loose part, and that especially means inside the cowling. A bounced landing makes that 250-pound engine really put a load on the accessory mounts and engine mounts and that makes things flex and that breaks fasteners. Wheel pants take a beating too, so expect an occasional broken or missing fastener there.

Of course there are many other things to look at during an annual. That is why it is a requirement for the mechanic to use a checklist. And that is why there is an inspection section in the aircraft maintenance manual. But I hope these three items gave you a little food for thought.

One last item; here is a nugget of useful information from an old C-182 service manual. If you ever wondered what oil to use during different times of the year, this is what Cessna has to say.

### FAA ALLOWS USE OF BONDERITE IN LIEU OF ALODINE.

The FAA has released [SAIB 18-09](#) that allows the use of Bonderite as a replacement for Alodine. Alodine is a metal protective coating used in many applications including in the aerospace industry. The FAA has issued many ADs and AMOCs that specifically call out for application of Alodine. Many of the ADs that mandate the use of Alodine, do not specifically call out Alodine in the language of the AD, but do require compliance with design approval holder service instructions or service bulletins that specify the use of Alodine in a repair or modification. Henkel, the manufacturer of Alodine, is changing the name of the product from Alodine to Bonderite, but the actual product is unchanged. The AMOC (Alternate Means Of Compliance) allows the use of the renamed Henkel Bonderite products as an alternative to the former Henkel Alodine products.



### NPRM Issued for Textron Aviation Airplanes

From Steve Jones: The FAA last week proposed to issue a new airworthiness directive (AD) that would affect certain (Cessna) Textron Aviation 172/182/206/207/210 airplanes. A report of cracks found in the lower area of the forward cabin doorpost bulkhead prompted this notice of proposed rulemaking (NPRM). This condition is determined to be the result of metal fatigue. If not addressed, it could lead to failure of the wing in operation, which could result in loss of control.

The AD would require repetitive inspection of this area for cracks and would require owners to make any necessary repairs in accordance with the applicable Cessna service kit. The FAA estimates that this proposed AD affects 14,653 airplanes of U.S. registry. For more details on the inspection and repair requirements of this NPRM, as well as instruction for submitting comments, go to <https://go.usa.gov/xnsEA>.

The comment period closes on March 19, 2018.

I've reviewed the NPRM and it looks to be a rationale response to a potentially unsafe condition. Your opinion may vary. You have until March 19th to review and comment at the link above.



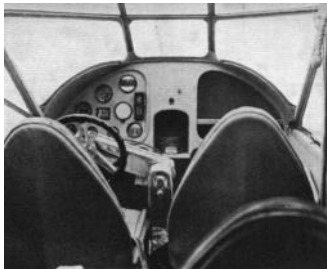
## February Mystery Airplane Revealed

### Doug Apsey

Either everyone is getting bored with our monthly mystery airplanes or I finally found one that no one could figure out. Anyway, our February mystery airplane was the Heston Phoenix designed by George Cornwall and built by the Heston Aircraft Company of Middlesex, England. The prototype first flew on 18 August, 1935.

The Phoenix was a single engine five seat, high wing monoplane with a wood monocoque fuselage and wood wing covered with plywood and fabric. Empty weight was 2150 lbs. while gross weight was 3300 lbs. The company claimed airplane could haul five people, 100 lbs. of luggage and enough fuel for a 500 mile trip. The first two aircraft were powered by 200 hp in-line six cylinder de Havilland Gypsy VI engine with a fixed pitch propeller while later aircraft, designated the Phoenix II, were fitted with the 210 hp de Havilland Gypsy VI Series II engine and a constant speed propeller. Max cruise speed was 150 mph with normal cruise speed around 125 mph. A unique feature of the Phoenix was the hydraulic inward folding retractable main landing gear mounted to a "stub-wing" that also served as the walkway to enter the aircraft. It also featured a throw-over yolk similar to the Bonanza.

The intended market for the Phoenix was private pilots and small charter services. There were only six built between 1935 and 1937 before the company moved on to other projects. These six airplanes each had a short but rather interesting history. The original prototype was sold to Greece in 1936 and was destroyed in 1941 during a German bombing raid on an airfield near Athens. A second Phoenix was sold to Jimmy Melrose, a young Australian aviator who, at age 21, had set several long distance air race records. He decided to establish an air charter business in Australia and purchased the Phoenix for that purpose. Not wanting to wait for delivery which kept getting delayed, Melrose went to the factory and flew his new airplane from England to Australia. In July of 1936 Melrose flew into bad weather while on a charter flight from Melbourne to Darwin. The Phoenix suffered structural failure of the wing and it crashed killing Melrose and his passenger. A third Phoenix crashed in 1939 and was scrapped. The remaining three, which were Phoenix II's, were pulled from civilian hands in March of 1940 and used by the RAF during WWII. Two of these were scrapped by the RAF during the war. The only Phoenix to survive after WWII was returned to civilian ownership in April of



<http://aviadejavu.ru/Site/Crafts/Craft26457.htm>



<http://www.edcoatescollection.com/ac1/austa/vh-ajm.html>

1946. That airplane crashed in 1952 while on a flight over the French Alps and was abandoned there.

Why the Heston Aircraft Company did not build more of the Phoenix line is not clear in any of the articles I could find. They went on to develop several other aircraft in the late 30's and again after the war but none of these went into production. During the war they served as a subcontractor modifying several military airframes including the Spitfire and later built parts for de Havilland Aircraft.

Sources for this article include:

[https://en.wikipedia.org/wiki/Heston\\_Phoenix](https://en.wikipedia.org/wiki/Heston_Phoenix)  
<http://goodall.com.au/australian-aviation/narratives/hestonphoenix.pdf>



### NAME THE PLANE

Here is your March Mystery Airplane. Thought we would try a military airplane this month. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?



1. Who designed and built it?
2. What is its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were built?







# Country Store

BRIAN GOODE

**NEW ITEM IN THE STORE** We have found a Duffle Bag that will do double duty. Use it as an airline carry-on bag that will fit in the overhead compartment, or as a carry-on bag that will fit in your aircraft's luggage compartment, on the seat next to you, the seat behind you, or in your wing locker if you have one.

It also has a feature that will let you stow the bag within itself. This will let you take it along on a trip folded up inside another piece of luggage and then put it to use when you have more souvenirs than will fit into the big bag.

We have ordered several in Red and they will be embroidered with the Chapter 35 logo on the end panel. We are priced way below the mail order catalog bags at \$30.00, which includes tax, title and transportation. If you don't like red, they are also available in dark blue and black.



**AN OLD ITEM THAT IS STILL AVAILABLE**— Remember back in 2014 we offered the black Log Book carrying bags with the Chapter 35 logo on them. These bags are still available if someone wanted to order one. They are priced at \$31.00.

**SHIRT NEWS** We received some new Shirt orders at the January and February meetings for sizes we did not have in inventory. Those shirts are now on order and will be here prior to the next meeting. If you are still considering purchasing a Fishing Shirt or Polo Shirt, we will take your order now and when we have



enough new orders in hand, we will place the order with our vendor. We have to order 12 logo'd items at a time due to the way our vendor has their embroidering machines set up. This includes shirts, bags and hats.

The Fishing shirts come in 18 colors for men and 12 colors for the Ladies. The Polo shirts come in 8 different colors.

If you enjoy having something unique, order a shirt in your favorite school or sports team's color, such as Maroon, or Burnt Orange, or Black.

Why not order shirts for your entire crew or family that match the color of your aircraft? OR, you can really be different and order a shirt in Camouflage or the Texas State Flag colors. Don't be afraid to own more than one shirt.



The Country Store sells Wash Wax All aircraft care products at specially reduced prices for Chapter members. They are so special that we don't advertise them.

We have received some special orders for Wash Wax products so we will place yet another order that will be available for pick up at the March meeting. If you would like to order product in Gallon jugs instead of the Pint sizes we keep in inventory, just give us a call or send an email and we will get your request on this order. We have to order by the case, so let us combine your order with your fellow Chapter members' orders to get the best deal in town.

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



## MERCHANDISE FOR SALE AT THE COUNTRY STORE

<b>COFFEE MUGS</b>	<b>CH. 35 logo</b>	<b>\$7.00</b>
"Fishing Shirts" Short sleeves	Men's & Lady's	\$39.00
Long Sleeves		\$43.00
Polo shirts with Ch. 35 Logo	SM - XL	\$30.00
Baseball Caps		\$10.00
60 <sup>th</sup> Anniversary decals		\$1.00
Beverage Koozies		\$5.00
Chapter 35 Sew-On Logo Patches		\$1.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
"Wash Wax All" Products	See page 21 for selection	Below retail

All prices include 6.75% sales tax

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

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

MARCH	10	5th Annual San Geronimo Hangar Tour	EAA Chapter 35 Clubhouse Lunch 11:30 Tour to Follow
 APRIL	14	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
APRIL	28	YOUNG EAGLES	TENATIVE—TIMES TO FOLLOW— BLOCK YOUR CALENDARS!
MAY	12	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	9	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
 JULY	14	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	11	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	8	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
 OCTOBER	13	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
 NOVEMBER	10	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
 DECEMBER	8	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

## 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>3 Mar Georgetown Car and Airplane Show  
Georgetown Municipal KGTU 1030hrs

7 Mar

IA Refresher seminar  
Valero Energy Hangar KSAT o800

9-11 Mar

EAA Ford Trimotor Event  
Bryan , TX Coulter Airfield (KCFD)

22-25 Mar

EAA Ford Trimotor Event  
San Marcos, TX San Marcos Regional Airport

24-25 Mar

Wings Over South Texas  
NAS Kingsville, TX April 2018



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**FOR SALE 50' x 50' Hangar** with bi-level 3000 sf + apartment, 2bd, 2 bth, storage area upstairs, Living room and Kitchen downstairs. Cement ramp 40' w x 20' d runway side with 40' w horizontal bi-fold hangar door. Insulated 8' w x 10' h drive thru electric roll up door on front. 36" decorative entry door. Anderson dbl pane windows upstairs and ground floor. Cement drive, sodded yard, 1/2 acre lot midfield of 40'w x 3000 L' paved runway. a bargain at \$250 K. Call Kris at 210-857-6008 (Expires May 2018)



To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!**
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### Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
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100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

Runway 35 — The Official Newsletter of EAA Chapter 35—San Antonio, Texas  
<http://ea35.org/>



# EAA Chapter 35 Leadership



## Officers

<b>President:</b> 210-570-9435	Steve Jones <a href="mailto:ea35pres@gmail.com">ea35pres@gmail.com</a>	<b>Vice President:</b> (210) 875-9971	Darren Medlin <a href="mailto:ea35vp@gmail.com">ea35vp@gmail.com</a>
<b>Secretary:</b> 210-289-7445	Mike Landis <a href="mailto:mlandis7210@sbcglobal.net">mlandis7210@sbcglobal.net</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

## Board of Directors

Past Presidents	At Large
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Nelson Amen (2012-2014) 210-834-1991 <a href="mailto:nelson.p.amen@gmail.com">nelson.p.amen@gmail.com</a>	Brian Goode 727-709-1159 <a href="mailto:ladygoode@msn.com">ladygoode@msn.com</a>
Dave Baker (2010-2012) 210-410-9235 <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>

## Chairpersons

<b>Facilities:</b> (210) 570-9435	Freda Jones <a href="mailto:ea35facility@gmail.com">ea35facility@gmail.com</a>	<b>Newsletter Editor:</b> 210-878-5561	<b>Chuck Fisher</b> <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
<b>Air Academy:</b> 210-256-8972	Maarten Versteeg <a href="mailto:maarten.Versteeg@sbcglobal.net">maarten.Versteeg@sbcglobal.net</a>	<b>Garden &amp; Grounds:</b>	<b>VACANT</b>
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<b>Website:</b> 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	<b>Country Store:</b> 727-709-1159	Brian Goode <a href="mailto:ladygoode@msn.com">ladygoode@msn.com</a>
<b>Safety Officer:</b> 210-488-5088	Ron O'Dea <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	727-439-1159	June Goode <a href="mailto:junegoode@msn.com">junegoode@msn.com</a>

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## Technical Counselors

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Nick Leonard 830-765-7481 <a href="mailto:ohlson38@gmail.com">ohlson38@gmail.com</a>	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>

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*Chapter 35 meets  
Each Second Saturday of the Month*

***March 10th***

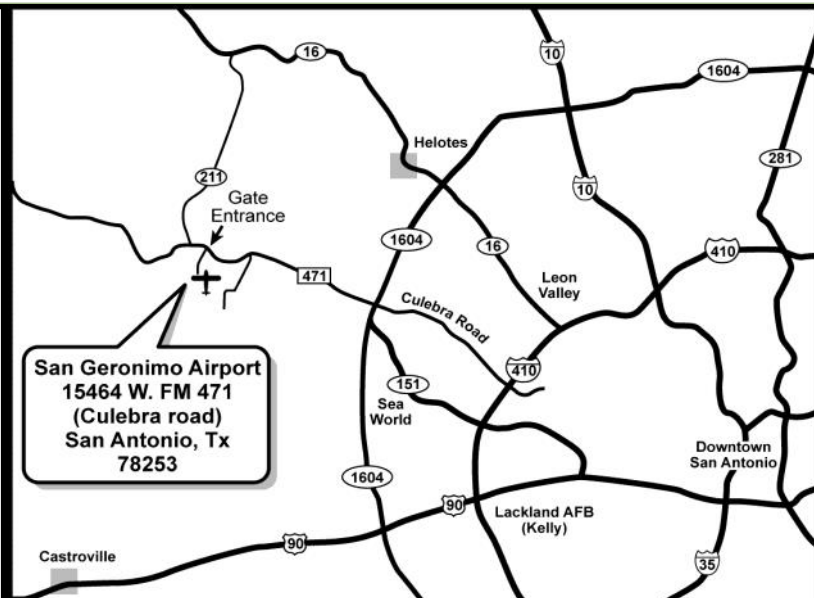
*Lunch 1130*

*Program:*

*5th Annual San Geronimo Hangar Tour*

*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 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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

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**NEW**

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



**Starter Kit**  
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All you need to clean, restore and protect leather and vinyl in one kit.



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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.



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



**Leather Care**  
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**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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