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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



March 2015

Volume 57 Issue 3

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Next Event

EAA 35 / San Geronimo Open
House

14 March 2015

1200

Chapter 35 Clubhouse

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It's Spring!

Chuck Fisher

Ahhh spring at last. The vernal equinox, when day and night are both exactly 12 hours long, will soon mark that magic moment of astronomical spring (or fall for those poor guys in the southern hemisphere). Candlemas (2 Feb) marks the beginning of spring for some – those who hold ground-hogs and ask their opinion.

Environmentally, spring is when stuff blooms – sure enough the Mountain Laurel and Orange tree in my yard is blooming, so it must be spring. And, in a manner only the US Government could conjure up the US “Spring” season “can also be regarded as beginning on the day after Presidents’ Day (the Tuesday after the third Monday in

February) and ending on the Friday before Memorial Day weekend (the Friday before the last Monday in May).” [Wikipedia]



For aviators, though, life is simple – Spring is when the hangar doors open and the sun reflects off shiny new planes and projects from the winter. I guess that’s sorta like blooming. Although winter in Texas is

short – Spring is still an anxiously awaited time to take to the sky before the oppressive heat and tooth-loosening thermals set in. Spring is when you take your passengers for their first airplane ride.

Spring is here, and though I’d ordinarily

(Continued on page 7)



Next Event!

EAA Chapter 35 and San Geronimo
Open House Re-launched
Lunch begins at the clubhouse at Noon

PRESIDENTS COCKPIT[For Swedish Click Here](#)**NEW MEMBERS****President's Cockpit**

To the members of EAA Chapter 35 in San Antonio,

For those of you who are building a new experimental aircraft or renovating an old one, the following information may be of some interest, and for those who already have completed such building or renovation, it may be enjoyable to have this procedure as a past experience.

February 2015 was an exciting month for some of our members (including myself), since we had three different final airworthiness inspections of experimental aircraft built or restored in our chapter. Michael Landis and John Latour had their Merlin GT aircraft and Craig Geron his RV8 aircraft inspected by FAA Airworthiness Inspectors from San Antonio Flight Standards District Office by its Manufacturing Inspection District Office (MIDO) for free. Lex Brown, Thomas Morgan and I had our Zenith STOL CH701 aircraft inspected by a Designated Airworthiness Representative (DAR) for FAA. You had to pay for the last mentioned DAR inspection. However, we had been informed that this usually is a quicker alternative.

Before our inspection I went up to the MIDO in the FAA building close to San Antonio International Airport with some question. I met three of their inspectors and they were all very helpful and went through all my forms and papers and gave good advice and corrected what was wrong. I was there for about 45 minutes and they all showed up with a great interest. They were interested in our activities at EAA35 and when they got to know that I was the current EAA35 President, they also introduced me to the Manager of the Office.

Before the inspections we all had submitted our Affidavit of Ownership (or Aircraft Registration Certificate with N-number), our Application for Airworthiness Certificate, Eligibility Statement for Amateur-built Aircraft, Weight and Balance report, earlier EAA inspections, a three-dimensional picture of our aircraft and an accompanying Program Letter verifying all of the above and also requesting approval of a flight test area. We also had to complete a condition inspection of our aircraft (following an EAA provided checklist) before the final airworthiness inspection.

During the inspection we had to show our building logbook with building pictures, the aircraft building plans from the factory, flight test plan, aircraft logbook, engine logbook and propeller logbook, and we added an aircraft operating handbook and a pilot checklist. A note that our own preliminary condition inspection with a statement that "our aircraft had been found to be in a condition for safe operation" (with a builder signature) was supposed to be included in the aircraft logbook.

It was interesting to note that the first airworthiness inspection by three FAA inspectors took about 1.5 hours and another inspection with two

Welcome new member **Alex Pearson**. We don't have Alex's information yet, but say Hi next meeting!

Membership is a healthy 135 and growing. However, we need you to help introduce one or more of your friends to experimental aviation.

They (or you) do not need to be pilot, builder or owner to join EAA and Chapter 35. The only requirement is a passion for aviation and camaraderie with fellow aviators...and \$24.

Let's see how many new faces we can add to our member roster this year! "Member get a member!"

FAA inspectors took about 2.5 hours, in contrast to the inspection by only one DAR inspector, which lasted for about 5.5 hours. Usually only minor issues had to be corrected, such as locations of the N-number or missing labels for outside air temperature or static pressure probe, while a couple of others with missing rivets could be inserted or incorrect bolts changed, while the inspection took place. The FAA inspectors allowed some other issues be corrected later with a letter by a certified aircraft mechanic confirming that they really were corrected. Only the DAR inspector wanted to return to check that the elevator up travel had been expanded by some degrees to the correct angle of amazingly 32-35 degrees upwards. That required some time to accomplish with, for instance, insertion of new cables and some other arrangements for freeing up room for the expanded motion of the elevator and its connections to the control stick, which were necessary, even if the factory's building plans earlier were followed. Other builders of identical aircraft apparently had experienced similar problems. However, after being issued the Airworthiness Certificate and operating limitations, the next step for all of us will be 40 hours of test flights.

During February our EAA Chapter got a donation of aircraft metal and other aircraft building material from the former EAA 35 member Robert Afieldt. We thank him very much for this generous donation. The material has been transported to our hangar by Lew Mason.

If you planned to attend the January monthly meeting with the walk-around to different hangars to see airplane buildings and restorations in different stages, which was cancelled due to cold and miserable weather in January, you will have a new chance at our March meeting. The Third Annual San Geronimo Open House has now been moved to March 14, and we hope the weather, then, will be more cooperating.

Everyone is very welcome to participate in this EAA Chapter 35 event.

Ulf Balldin

CHAPTER BULLETIN BOARD

RESCHEDULED!

Calling All Builders, Pilots and Want To Be Either!

This Event is for you!

EAA Chapter 35 Progressive Lunch and San Geronimo Open House

EAA Chapter 35 will host a progressive lunch and "hayride" on ~~June 10th~~ ^{March 14th}. For any experimental or general aviation enthusiast, this is a must-attend event.

We'll start with some hearty soups and beverages at the chapter clubhouse, then board carts and trailers for several tour stops on San Geronimo Airpark. Folks around the airpark will throw open the doors and offer an opportunity for you to see all variety of aircraft, both experimental and certificated.

We'll learn about several new projects started since our last tour and check into the progress of several aircraft building projects we last saw a year ago. Several folks on the tour are planning to serve delicious hors d'oeuvres in conjunction with the educational stop. Dress warm, and bring notebook, pen and camera. Between the projects and recipes, you may want to take notes.

And, if you would like to share your story, there may still be time to add your stop to the tour. Please contact your Chapter Vice President at ea35vp@gmail.com.

Progressive Lunch Details

Lunch starts at the EAA building
Noon

LUNCH items are soup, salads. We need volunteers to bring soups, salads or any items to share.

Gail Scheidt



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MORE INFO: 325-247-5635

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Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space NOW available for a nominal fee. There are no more hangars available at San Geronimo, and 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 lewman@sbcglobal.net gets it—hurry!

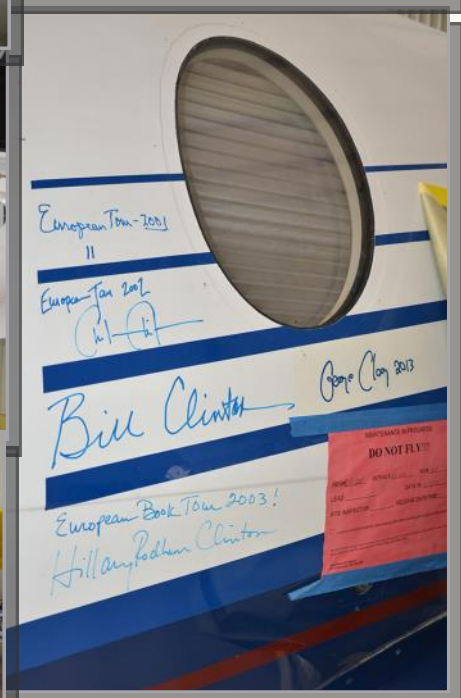
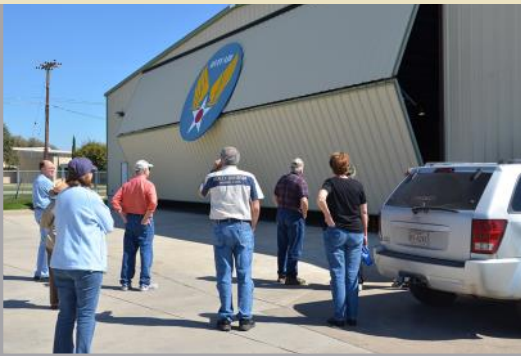
YOUR Articles Needed

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

EAA 35 UVALDE (Garner Field) FLY-OUT—Photos by Dave (The Artist) Baker



EAA 35 UVALDE (Garner Field) FLY-OUT—Photos by Dave (The Artist) Baker



FEBRUARY 2015 MEETING AND SPAGHETTI LUNCHEON



(CONTINUED)

(Continued from page 1)

lead off this newsletter with a fascinating and well-crafted article, this time I need to take some time to kick off EAA 35's Spring happenings.

In just a couple of weeks we will reprise the Annual Open House and progressive luncheon. We were iced/drizzled out in January, but it's Spring in Texas so odds are in our favor for a great open house this time. Steve Jones is the event coordinator and he'll have an all-star line-up of lunch items and great planes to see. Typically, everyone who can throw open the doors, and I never cease to be amazed at the treasure trove on San Geronimo!

Among those new treasures are THREE new – I mean NEW – airplanes. FAA inspectors and DAR's have been making final inspections and certifications for Craig Geron's new RV-8, the Zenith CH-701 that Ulf, Tom and Lex have been building, and at long last the Merlin Gang is ready to take to the air. Con-

gratulations to all! These will be three planes worth checking out on the open house tour.

And, if that's not enough, April will be HUGE! We'll start off with a fly-in breakfast then the very next week we will be hosting up to 150 kids and their parents for a huge young Eagles Rally partnered with the City of San Antonio over at Stinson field. Phil Vaneau is leading the coordination and he needs your help with this headline event. We need as many as a dozen pilots and planes (must be EAA members and obviously safe, presentable planes), and we need a bunch of ground volunteers. Ground crew/guides/registrars do not have to be EAA members so spouses and friends are very welcome! See Phil's article to follow and let him know you WILL be there.

Wow, indeed spring is here – by pretty much every definition I could find. It is time to throw open the doors and roll the birds out for some sunshine!



STINSON CENTENNIAL YOUNG EAGLES RALLY & EDUCATION FAIR



On Saturday, 18 April, Stinson Muni (KSSF) will be hosting a Young Eagles Rally & Education Fair as part of their centennial celebration. Our chapter is heading up the Young Eagles Rally. The City of San Antonio is advertising the event to local middle & high school STEM (science, technology, engineering, math) programs and our goal is to fly 150 youth between 0830-1300. Youth will preregister for the event and be given a time to report to the Young Eagles Registration. Chuck Fisher

is our Chapter's representative for the entire event and I am handling the Young Eagles portion. **WE NEED YOUR HELP!**

We are partnering with another Young Eagles Chapter and would like to have 12-15 airplanes and 30 ground staff. The ground staff will include: Registration, Ground School Instructors, Escorts, Ramp Staff (marshallers), Runners, Photographer, whatever else we come up with. We need people to commit now so that we can ensure that all positions are filled and that volunteers are trained in their duties. If weather becomes a factor we are planning on pushing the times later on the 18th or postponing the event to the next day. The following is a tentative schedule:

0800 - Pilot Brief

0830-1100 – Registration

0845-1145 - Ground School (30 minute blocks with 25 youth)

0915-1300 - Young Eagle Flights

Throughout the day, Flyers and their family will be able to visit booths that represent local aviation schools and organizations like Hallmark, Palo Alto, Sky Safety, Women in Aviation, etc. There will even be a color guard presentation, a band, food trucks, and other vendors.

So mark 18 April off on your calendar, contact me at pvaneau@gmail.com or (210) 887-3135 to volunteer, and lets introduce some San Antonio youth to Chapter 35 and the wonderful world of aviation!



SAFETY NOTES: BE PREPARED

Ron O'Dea
Safety Officer

Joe Shelton

Angel Flight West

Reprinted with Permission of the Author

A couple of years ago I was flying a young man to Quincy, CA (2O1), an airport located near his home in the mountains of Northern California. Quincy has no weather reporting, no instrument approach, and is located deep in a narrow valley. The weather was nice, mostly VMC, but, as is often the case, there were afternoon clouds over the Sierras

My passenger and I had discussed the possibility that because of the clouds if we couldn't reach our planned destination we would have to land somewhere else. We agreed that Chico would be a good alternate. It would take a couple of hours for his ride to reach him if we had to divert.

The flight was comfortable and the broken layer of clouds was high enough that it seemed that we could reach our destination safely. I was on an IFR flight plan and on top, but found a hole through which I could see the "main" and only road to the town. I cancelled IFR and comfortably descend below the broken ceiling. So far, so good. Using a combination of GPS and a Sectional, I followed the road up a rising valley to the airport. As is often the case in the mountains there were strong winds and significant turbulence.

At this point, the trap was sprung. The valley was so narrow and the turbulence strong enough that maneuvering was a challenge. To add to the challenge, the airport is at 3415 feet MSL and, beginning across the road from the airport is a mountain that tops at almost 7,000 feet just a little over 4 miles from the airport. I overflew the airport and the windsock was sticking straight out, 90 degrees to the runway. My first thought was to go back to Chico, but I watched a high wing Cessna land. I talked to the pilot and he said that the winds on the ground weren't as bad as they seemed. With close to 2,500 hours in the low wing Comanche I owned then and the fact that I often fly into an airport with similar winds and turbulence I decided I could safely land as well. It might be interesting to note that one of the two times I have chosen not to land at an airport because of winds was at that other airport. I was IFR and decided that the winds were too strong and, even as a high wing Cessna landed, I negotiated a clearance back to my home airport. The other time was landing at another airport and at 50 feet I decided the winds were too strong and departed for another airport to refuel.

So I maneuvered to the downwind side of the valley and initiated a turn into what was then a headwind thus decreasing the size of the

turning radius. I flew a long stable final approach but I was spring loaded for a go around and departure to Chico. The landing was smooth with a slight weathervaning from a gust as I touched down. But it was pretty much a non-event.

While waiting for my passenger's ride to arrive it was obvious that the winds were increasing. When he was safely on his way home, I planned my departure. The winds now favored taking off toward the west and rising terrain. But that was opposite to the direction that I needed to go to get out of the mountains and opposite the recommended take-off runway because of the rising terrain. The broken stratus clouds had solidified somewhat meaning that I was undoubtedly going to have to remain below them until reaching clear skies. Of course, if the situation warranted, I was prepared to climb through them to safety on top. I had the frequency for the center controller dialed in and was prepared for that possibility.

Even with the winds, I wasn't as concerned with the take-off nor the rising terrain as I was determining how I was going to reverse course to follow the valley and the road back to lower terrain. The plan was to once again parallel the downwind side of the valley using take-off flaps and about 10 knots faster than V_x to allow for the turbulence. I planned to again make a minimum radius turn back toward the east and into the winds. The take-off was fine, but the turbulence was worse making a low speed turn more risky. Here's a hint that I recently heard from Barry Schiff: trust your gut! On that day, my gut said don't turn. So I continued straight ahead aiming for a narrow pass in the mountain ridge ahead. Climbing at best angle of climb speed, the headwinds gave me adequate time to climb safely through the pass. Once on the other side, I circled to gain altitude and when I had sufficient altitude I reversed course and began following the road out of the mountains. Other than a breathtaking view, the remainder of the flight was straightforward.

Here's what I learned on this mission. First and foremost, be very cautious when flying into an environment where there is no weather reporting. If I'd known the winds, I would have initially gone straight to my alternate. Second, don't feel you have to complete the mission at the original destination. Rather than attempting to land with strong crosswinds, I could have elected to fly to Chico and that would have been a solid decision that nobody could question. Third, have a plan for each stage of your flight and continue to evolve it as changing conditions warrant. Finally, trust your gut. Many times over the years I've had this little feeling in my gut that warns me of impending risk. If you ever have that feeling, trust it and go for the safe response.



Your Health —Check Your Snoreometer [Part 2]

Doc Hecker

Back on November 24, 2013 I wrote an article entitled “Check your Snoreometer” where I started out with...

“On November 19, 2013, EAA News published an email entitled “FAA Sleep Apnea Policy Would Set a Dangerous Precedent”. As an active pilot blithely enjoying my avocation, I am somewhat concerned about this new policy. As an active FAA Senior Aviation Medical examiner, I am very concerned...but I am getting ahead of myself...

During my attendance at the most recent FAA Aviation Medical Examiners Seminar that was held in Sacramento, CA on the weekend of November 15-17, 2013, I listened to Dr. Fred Tilton, the Federal Air Surgeon, announce that the FAA would immediately implement a policy that would require all pilot applicants for a medical certificate to undergo review for Obstructive Sleep Apnea (OSA). OSA is now considered a disqualifying condition for issuance of a medical certificate, and I have many pilot applicants who have been under treatment for this condition with Continuous Positive Airway Pressure (CPAP) support. Most of these pilots have complained to me of the burden of expense and electronic documented use of the CPAP therapy, although some have conceded that they have felt some improvement in their daily sense of wellbeing. As a physician who deals daily with the ramifications of obesity and airway compromise, I am sympathetic to the clinical needs of treating true disease. As a pilot, I am wary of any agency mandating a medical screening process that is in reality the practice of predictive medicine. None of us are required to undergo definitive cardiac testing to find disease unless we are showing symptoms of the disease. As an example, ECGs are not predictive...they show disease in progress. Cardiac stress testing would be predictive and diagnostic.”

At that time, there was a veritable firestorm of protest from the various aviation advocacy groups that righteously criticized the Aeromedical Certification Division (AMCD) regarding the way that they formulated their approach to the problem. Of course, the AMCD was acting to approach this problem at the

direction of the National Transportation Safety Board (NTSB) recommendations based upon the successful decrease of heavy truck road traffic accidents due to untreated OSA.

Well ... as the Stearman pilot in the film Independence Day intimated, “They’re Back!!!”



Not every aircraft has an “Otto”

Dr. James R. Fraser, the current Federal Air Surgeon (FAS), has published an article in the January, 2015 Federal Air Surgeon’s Medical Bulletin, Vol 53, No. 1, entitled New Obstructive Sleep Apnea Guidance, Take 2. Although there has been a modification of the FAA’s approach to diagnosis and treatment of OSA, please rest assured that a good number of

us will have additional paper work to do sometime in the future regarding this now very common condition. The good news is that the FAA will allow AMEs to initially issue while the FAA decides who needs further testing. Your AME will be required to screen you for OSA following “soon to be issued” guidance after March 2, 2015. Stay tuned!

To keep you in the loop, I am copying the following major points regarding the new OSA screening guidelines that will be forthcoming from the FAS:

No disqualification of pilots based upon BMI alone. The risk of OSA is determined by an integrated assessment of history, symptoms, and physical/clinical findings.

The OSA screening process must be completed by the AME using the American Academy of Sleep Medicine guidance to be provided by reference material incorporated in the Guide for Aviation Medical Examiners.

Documentation of the OSA screening process can be provided by the AME simply by checking the appropriate block while completing the airman’s 8500-8.

Pilots determined to be at significant OSA risk will be issued a medical certificate and referred for evaluation.

OSA evaluations may be completed by any physician (including the AME), not just sleep specialists, using the Amer-

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(CONTINUED)

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ican Academy of Sleep Medicine's guidance.

Evaluations do not require a laboratory sleep study or even a home study if the evaluating physician determines the airman does not require it.

Results of the evaluations can be given to the AME, forwarded to the Aerospace Medical Certification Division (AMCD), or sent to the Regional Flight Surgeon's (RFS's) office within 90 days of the FAA exam to satisfy the evaluation requirement. The pilot continues to fly during this period.

If the pilot needs additional time beyond 90 days to complete the evaluation, a 30-day extension will be granted by the AMCD or the RFS on request.

Pilots diagnosed with OSA can send documentation of effective treatment to the AMCD or the RFS's office in order to receive consideration for a Special Issuance medical certificate.

The FAA will send the pilot a Special Issuance letter documenting the follow-up tests required and timing of the reports.

Most follow-up reports will only require usage data from the CPAP machine and a brief statement from a physician.

To summarize, the FAA AMCD in regard to OSA has somewhat loosened up on the front end for pilots, but has now placed an additional diagnostic and reporting burden on the AME at the initial FAA 8500-8 application encounter. Of course, affected pilots will be financially and administratively burdened at the back end if OSA is now part of their health problem list. I imagine that my Special Issuance workload will be increased. As it stands, I either write to, or talk with, the AMCD folks 2-3 times a week advocating for pilots. My impression is that they are again overloaded with Special Issuance items, and they no longer take phone calls on Tuesdays in order for them to catch up on their backlog. This is going to be an interesting exercise...

So...again...check your snoreometer and contact your AME if you feel this policy will affect you (it will!). We can advise and assist you prior to any certification action. As a flying Senior AME, I wish to remain a pilot advocate, and will continue to assist the airman in any way possible to avoid a disruption in the medical certification process.

If you would like a personal conversation on this or any aeromedical topic, I can be reached for discrete aeromedical consultation at feaalexamdoc@yahoo.com.

Let's keep the nose on the centerline and the rubber side down...at least in the landing phase!



EAA 35 MEMBER INDUCTED INTO CAF HALL OF FAME

EAA 35 Salutes CAF Colonel Don Woodham on his induction to the CAF Hall of Fame!

The aviation community is a small one, and each member can and does make a difference. EAA Chapter 35 Life Member Don Woodham is one of those guys. Most of us know Don for his decades of service to Chapter 35 and for his immaculate RV-6. But his influence over the decades has extended well beyond San Geronimo.

From his citation: *Don Woodham joined the Confederate Air Force in 1976, and soon after became a Life Member. In December, 1978 he, along with a few other Colonels, purchased a B-25 that had previously been used as a myrex duster and that began the restoration of Yellow Rose to its original glory.*

It was at this same time that he helped form the Alamo Wing in San Antonio. Woodham was a sponsor and was part of the restoration crew on the B-25 for the next 10 years. He got his private pilot's li-



cense and purchased a Luscombe 8E.

In 1981 he facilitated the move of the Yellow Rose from San Antonio to Hondo, Texas, where it stayed for more than 10 years.

In 1982, he and his partners donated the B-25 Yellow Rose to the then-Confederate Air Force. For the next 15 years, Woodham and others toured the aircraft across America.

In the early 1990s, the B-25 Yellow Rose was moved to Stinson Airport, and Woodham retired from the B-25 Squadron.

In 2008, Woodham joined the "Tex" Hill Wing.

The wing is the proud recipient of one of his restored Jeeps, and through his assistance, the wing adopted the 50-caliber Jeep from CAF Headquarters.

In 2010, Don helped found a museum organization, the Hondo Army Airfield Museum, which he then helped merge into the "Tex" Hill Wing.

For almost 40 years, Don Woodham's contributions to the Commemorative Air Force have been enormously valuable.



THE BUILDER'S CORNER

AIRPLANES ARE MADE OF OLD STUFF

Mark Julicher

I don't like to think about it too much, but most of us are flying old planes. I rarely work on aircraft built later than 1975, and that was 40 years ago. That was eight automobiles ago. That was before I could afford an airplane ago. In machine years that is really old. Let's look at some old stuff.

A friend of mine was doing a bit of routine maintenance and decided to open up the bowl on his Stromberg carburetor. A carburetor should be really clean right? All the fuel is filtered at the pump and at the gascolator before it ever gets to the float bowl. So look at this bowl and tell me if it appears airworthy. Where did that grunge come from? From the yellow appearance of the spray head in this photo, I would guess that varnished auto fuel is partly to blame. That is probably not the only source of trouble. I have found insect bodies and metal shavings in float bowls.



Stromberg Carburetor looking down into the opened float bowl.

Photo Credit: Taylorcraft Owners Forum

Each annual inspection usually includes a step to open the float bowl drain plug and let some fuel flush out. Due to the location of the drain plug and the difficulty of re-installing safety wire the task is often left undone. I have heard it called a PITA, but I am confused about what bread has to do with engine maintenance. So just take

that as an interesting side note and never expect that your float bowl is all clean inside.

Speaking of clean fuel, we were doing an annual inspection and opened up the gascolator on Doc Hecker's 210. It was nice and clean, but fumble fingers (that is me) dropped a metal bushing and could not find it. During the week it took to replace the part, the old O-rings dried out. We replaced two O-rings, but sure enough there were three O-rings in that gascolator and number three leaked profusely as soon as the fuel selector came out of the off position. Yuk. So I got to repeat the gascolator inspection step. The lesson is that if one O-ring is old and crumbly then they all are old and crumbly. Think about that the next time you rebuild one brake master cylinder and not the other.



Gascolator O-ring Worn Into a Channel Shape.

Brass and copper work harden. Is that new news to anyone? The more you flex and work copper and brass the more brittle they get. Tools and engine vibrations cause work hardening. Eventually the copper or brass cracks. Your plane probably has copper primer lines. It may also have copper fuel lines and in many cases there are brass compression fittings. On about one airplane in twenty I find broken copper somewhere.

Here is a fuel injector line with a cracked compression nut. If this crack had propagated further the result could have been two gallons an hour of fuel sprayed onto the cylinder head. I'm not sure if the cockpit indication

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BUILDERS CORNER (CONTINUED)

(Continued from page 11)



New Copper Primer Line.

would be a low CHT from the evaporative cooling or high CHT from the direct-acting blowtorch.



Cracked Brass Compression Nut on a Fuel Injector Line.

Everyone wiggles the rudder. Am I correct? Somewhere in the unwritten pre-flight inspection manual it says, "...wiggle the rudder because it makes you look like a sage aviator..." Now on a typical Cessna that is not a big deal. The rudder moves easily to one side with just a little effort and the rudder hinges may be inspected. But Guess What... on (most) Piper aircraft the rudder is firmly fixed to the nose wheel steering. If the nose wheel doesn't move, the rudder won't move either! But for some reason pilots keep trying to push on the rudder of Piper aircraft. The result is that the rudder skin cracks. It is a natural fact that .016-inch thick aluminum is no match for that big ole fist that has "Smithfield" tattooed on it. Please think about what you do during each pre-flight action and be kind to the plane.

Knowing that a cracked rudder looks bad and makes it difficult to sell the plane, some junior birdman made the following repair on a PA-28 rudder.

Isn't that a swell patch? Neatly cut to match and riveted with a whopping six rivets. Actually, upon closer investi-

gation you would have found three such patches and an ounce or two of Bondo inside this rudder. All of these were carefully painted and virtually invisible. Unfortunately, whoever did this rendered the aircraft un-airworthy. Also unfortunate is that dozens of aviators



Repair Patch Inside a PA-28 Rudder.

have unknowingly flown this plane in this condition. Control flutter can result from such bootleg repairs.

The simple fact is that control surfaces are carefully balanced; therefore, scab patches and Bondo are illegal and dangerous. If you make skin repairs you must follow the Structural Repair Manual on a certified plane and on experimental planes you use Acceptable Data.

I am happy to report that Vic White of Kestrel Airpark has graduated from St Phillips and passed his practical exams and received his A&P ticket. Vic reported that he had to work his way past an ammoniated viscous compound and a few hackle feathers but he was able to get through the ordeal. He and I are now working hard to refurbish the old maintenance hangar at Bulverde Inter-galactic Spaceport. By March we hope to be working on projects and maintaining airplanes in this facility. Come by and say hi.



New Digs at Bulverde - Refurbishment in Progress.



JANUARY MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Ira Wagner and Charlie Brame for identifying our February mystery airplane. Their emails came to me within minutes of each other and both were able to identify it as a Lockheed C-121 Super Constellation, the military version of the popular civilian L-1049 airliner. Charlie included "Batcat" in his answer which was the nickname for this particular version of the EC-121



Thirty U.S. Navy WV-2 and WV-3 early warning radar aircraft were modified by Lockheed in late 1966 for the Air Force and designated as the EC-121R Batcat. These aircraft were equipped to receive and relay signals from seismic ground sensors that detected troop and vehicle movement. Twenty-five Batcats were deployed to Korat Royal Thai Air Force Base from Otis AFB as part of operation Igloo White to monitor North Vietnamese troop and supply movement along the Ho Chi Minh Trail. The highly classified Batcat missions began on 19 October 1967 and ended 6 December 1971 with the departure of the last Batcat from Korat Airbase. The EC-121R's were replaced by the QU-22B Pave Eagle or "Baby Bat", a modified Beechcraft Model 36, which continued the Batcat mission for another year. (Check out the August 2014 issue of AOPA for an article on the QU-22B)

A typical Batcat mission could last up to eighteen hours with eight hours on station orbiting around one of eleven "tracks" located over South Vietnam, Laos, and Cambodia. These missions were typically flown at an altitude of 16,000 to 18,000 feet. The job of dropping the sensors that the EC-121R's monitored belonged to the Navy who used OP-2E Neptune (modified P2V-5) aircraft outfitted with Norden bombsites.

The late Irvis "Al" Almond, a longtime member and supporter of EAA Chapter 35, was one of a handful of Batcat pilots. Al flew EC-121H Warning Stars (early warning radar) out of Otis AFB and EC-121R Batcats out of Korat Airbase racking up over

3500 hours in "Connies." I was able to locate a picture of Al and his crew in Thailand as well as a picture of his "anatomically correct" crew patch.

His crew was appropriately (or inappropriately?) named Almond's Nuts!

Information and photographs used for this article include Wikipedia and Larry Westin's Batcat Homepage. I urge you to check out Mr. Westin's web site which has an incredible amount of information about the Batcat including hundreds of photos related to this unique airplane, its mission, and the crews who flew them.



NAME THE PLANE

Doug Apsey

This month's airplane is pretty rare so might be a challenge for you. Of course you could just look up the N number in the FAA database if you wanted to – but that would be cheating!



- Who will be the first to tell me:
- What company built it?
- What is its designation? i.e. C-172, PA-24, etc.
- What is unique about this aircraft's construction?
- Within 5 years, what year did it first fly?



Country Store

Brian Goode

POCKET CO – CARBON MONOXIDE DETECTORS

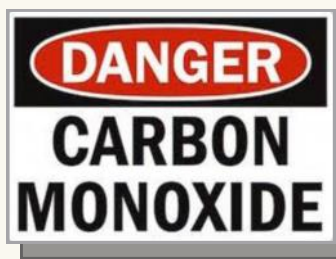
Our initial order of 10 “POCKET CO – CARBON MONOXIDE DETECTORS” has been delivered and paid for. At our last Chapter

meeting, we announced that we would order more of them if we received commitments for an additional 10 units. We received orders for 6 units at the meeting, so we only need an additional 4 more commitments



before we can place another order. We can order more than 10 at a time so don't hesitate to dial up and order one, or two, or more. One for each aircraft and one for each surface vehicle. Electric vehicles should not need one.

These units are being sold to our Chapter 35 members at cost + sales tax + shipping, which amounts to \$109.00. We accept cash or checks. *Editors Note: These are \$139.99 + \$7.95 shipping on Amazon.com*



“Pocket CO Model 300”, the world's smallest renewable Carbon Monoxide detector. Designed by leading engineers in the air quality and gas detection industry, and built using cutting edge nanotechnology, “Pocket CO” is advanced

enough for use by industry professionals but still incredibly simple to operate. Tiny enough to fit on a keychain, and weighing under 1 ounce, “Pocket CO” is an easy and affordable way to detect and monitor CO at home, away, or on the job.

Please call and reserve one for yourself before they are all sold. Brian (727)-709-1159, ladybgoode@msn.com or N9785B@gmail.com.

Here are some of the features and benefits of the “POCKET CO DETECTOR”

- Save a life

- Low Cost + High Performance=Best Value
- Ease of use
- Alarms when dangerous levels of CO detected
- Easy-to-read display shows low CO levels in 1 ppm increments, up to 500ppm
- Loud alarm, backlight display, vibrator, and bright red light
- Simple, one button operation
- Portable protection for recreation, job, or travel
- Very light and fits on a keychain
- Reports average exposure, total exposure, maximum exposure
- 1 year instrument warranty
- Replaceable battery

Portable Protection from Deadly CO. Each year tens of thousands of people across the U.S., and even more globally, are poisoned by the toxic gas Carbon Monoxide (CO). These people include small airplane pilots, recreational boaters, truck drivers, students, firefighters, miners, scuba divers, homeowners and renters, and even families on vacation. This invisible gas can kill in just minutes, and non-fatal poisonings can leave victims violently ill. Countless more suffer mild symptoms every day, and possibly long-term health effects, from repeated exposure to low-levels of CO in their jobs or homes.

SHIRT NEWS

Our shirt inventory remains the same, but we have taken new orders for sizes not in inventory. In order to process the new order we must have orders for 12 shirts in order to get our price break.



If you forgot to place an order for a new shirt, we now have six (6) shirts in inventory, so stop by the Country Store at the next meeting and pick one up.

If you can't wait, give us a shout – Brian Goode 727-709-1159 or

(Continued on page 15)

Country Store (Continued)

(Continued from page 14)

ladybgoode@msn.com.

Here's what we have in inventory: Short Sleeves – Yellow – Large and Extra Large men's; Ladies' short sleeve - XL; Khaki – Large men's; Royal Blue – Extra Large men's; Long Sleeves – Sky Blue – Medium men's

All of these shirts are now reasonably priced at \$43.00. New ones are \$47.00

DONATED ITEM



We have had this donated Cessna Flight Training Sport / Private Pilot Course for a long time. This is a King School produced, on-line learning program. The original price for this course was \$379.00. If you know somebody who has started taking flight

training, this would be a nice gift for them. Be the first person to make an offer/donation for this training program and it will be yours or your student's. Please contact Brian at (727)-709-1159, or email ladybgoode@msn.com.

LOG BOOK TOTE BAGS

We still have some log book bags available. They are good for storing your aircraft log books, your laptop computer, iPad or personal "stuff" when traveling.



These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17" wide X 13" high x 4.5" deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00. The pilot stores sell these for \$60.00+.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

Pocket Carbon Monoxide Detector	Order Only	\$109.00
"Fishing Shirts" (Inventory) 4 Men's	Short sleeve	\$43.00
1 Men's	Long sleeve	\$43.00
1 Lady's	Short Sleeve	\$43.00
"Fishing Shirts" New Orders	New Orders	\$43.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Young Eagles Tee Shirts	Youth Sizes	\$5.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$4.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
		\$11.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	\$16.00
	Quart -32 Oz	\$65.00
Mop Head with Pads	Washable	\$11.00
Scrubbing Pad with Handle	Reusable	\$43.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

2014-15 EAA Chapter 35 Leadership



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

Technical Counselors

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


Safety Officer

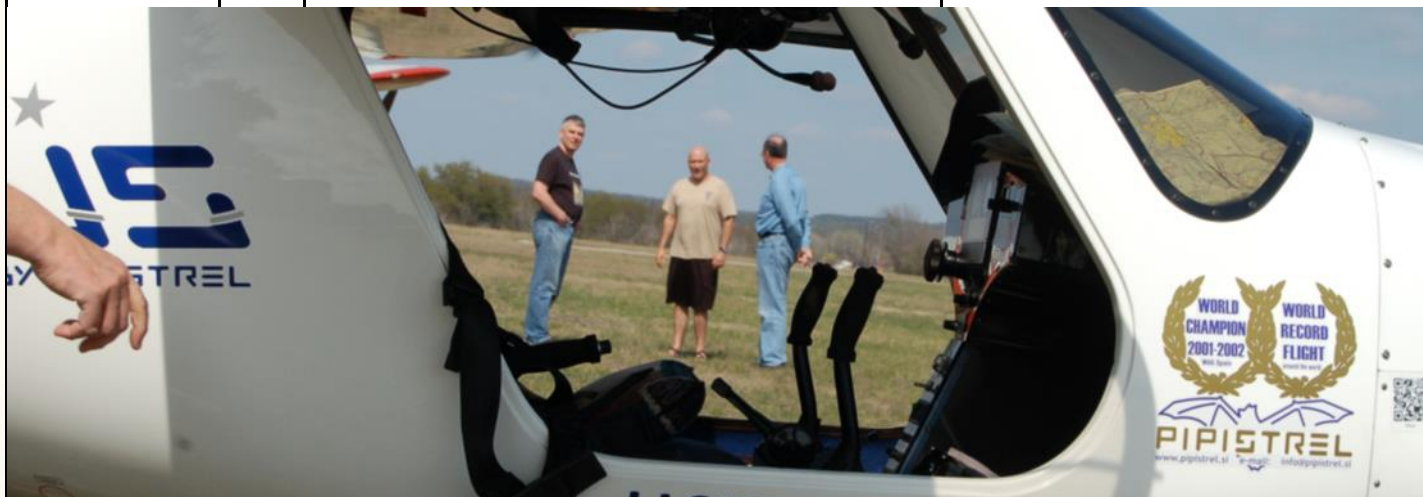
	Ron O'Dea 210-488-5088 r2av8r@gmail.com
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The

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CHAPTER CALENDAR

MARCH	14	Rescheduled: Third Annual San Geronimo Open House Lunch was awesome, thanks to our hosts, but we haven't seen the planes!	EAA Chapter 35 Clubhouse Noon to ???
 APRIL	11	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	8:00 - 10:00 am 10:30 am
	18	<i>Young Eagles Rally – Stinson 100-Year Anniversary</i> <i>*All hands on deck!*</i>	 <i>Pilot/Safety Brief 8:00 am</i> <i>Rally Begins 9:00 am</i>
MAY	9	SPRING CLEANING! Yard/Chapter Building Work Party	10:00 am – 12:00 pm Lunch Served at Noon
	23	<u><i>Fly-out Event – Mooney Factory Tour</i></u>	 <i>8T8 Wheels up: 11:00 am</i> <i>Arrive KERV ~ 11:30 am</i>
JUNE	13	 ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to ?
 JULY	11	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	8:00-10:00 am 10:30 am
AUGUST	8	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Presenter: TBA BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm



For Sale Aerosport Quail- -N56JT- - A very rare homebuilt.

Only 3 flying that I can find. Built 1977---TTAC-466.0 hrs.-- Cruise 110 mph, fuel burn 3.5 gph . All Metal, Cantilever Wings---VW 1600 cc Engine--59.5---SMOH---

Prop 11.8 TT; VFR Instruments and GPS---Hand Held Radio w/ Headset; BRS 900 installed* (re-pack due) or remove and have 20lb baggage. Sale Price -----\$ 8,500 OBO Fresh condition inspection included with purchase! Contact: Dave Baker-Ph-210-410-9235, e-mail: iflyaerosport@sbcglobal.net (expires MAR 2015)

Reduced for quick sale!! Teeter Hang-Ups Exercise equipment

---Like New. \$ 550, **DAVID CLARK Headsets-** Make Offer. Contact Jeanette Hunt at 210-688-9264 or e-mail Janet3679@aol.com. (expires MAR 2015)

REDUCED PRICE-\$17,000.00! Stolp Starduster Too SA

300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. Just spent over \$2K, new mag, carb cleaned, new throttle cable, etc. **MUST SELL,** Call Dan Cerna at (210) 688-9345. (expires MAR 2015)

**For Sale: RV-7 Quick Build Project**—Includes QB wings, QB fuselage, empennage, and finish kit. Empennage finished except

for tips. QB wings and QB fuselage nearly complete. Tip-up canopy finished except for fiberglass work. Numerous accessories already installed. Airplane is ready for engine and avionics. Reason for selling: Buying an RV-8. Included

Equipment List: Empennage kit, QB wings, QB fuselage, Finish kit, EFII electric boost pump, Andair fuel selector valve, Dual brake kit, Ray Allen electric elevator trim kit/servo, Duckworth landing lights both wings, Gretz pitot tube bracket, Dynon heated pitot tube, Aero Pulsar position lights (L&R), Aero Suntail position light (tail), SafeAir1 static ports/plumbing, Aluminum Whisper Flow air vents (2), Stainless steel cabin heat box, Battery (Odyssey), Battery mount, Starter solenoid, Master relay, \$37,500. OBO, Contact Jim Gibson: jwgibson10@hotmail.com, (210) 262-3741 (expires JUN 2015)

For Sale: Graphics Business Equipment: 42" Graphtec Cutting, and it's also a Pen Plotter with all the accessories. 54" Cold Laminator (Enduralam); 48" Mutoh Printer (CMYK) all the accessories (needs a new printhead); Flexisign Pro 8.5 Software \$2000+ worth, of various media and accessories. Originally invested \$26,000+. The first \$2900 takes it all. Kris Niswonger (210)-857-6008 (expires JUN 2015)

Upcoming Events (200 mi of 8T8)

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-ins <http://www.flyins.com>
Fun Places <http://funplacestofly.com>
International Council of Air Shows
<https://www.airshows.aero/Page/ASCalendar>

Mar 19 **IMC Club Monthly Chapter Meeting**
 6:00pm - 9:00pm
 San Marcos, Texas

Mar 12, 2015 - Mar 15 **United States Pilots Assn. Flyout**
 (7:00 AM. -- 7:00 PM.)
 Kerrville Municipal (KERV)
www.uspilots.org

Saturday, March 28 **EAA Chapter 1531 Young Eagle Rally**
 9 a.m. - 12 p.m.
 Bryan, Texas

Apr 10-12, **Llano, Texas (KAQO)**
Texas STOL Roundup
 Llano Municipal

April 18th - 19th

NAS Corpus Christi Air Show
 NAS Corpus Christi, TX
 USN Blue Angels



May 1st - 3rd

Central Texas Airshow
 Temple, TX

May 2nd - 3rd

Dyess Big Country Airfest
 Abilene, TX
 USAF Thunderbirds
 US Army Golden Knights



June 6th - 7th

The Heart of Texas Airshow
 TSTC Waco, TX

August 29th - 30th

Commemorative Air Force AIRSHO 2015

To post a classified—contact the editor at ea35news@gmail.com

- **You must be an EAA Chapter 35 member.**
- **Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.**
- **PLEASE Notify me when your item sells!!**
- **You must contact the editor by e-mail or phone to extend your ad beyond the expiration date**



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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

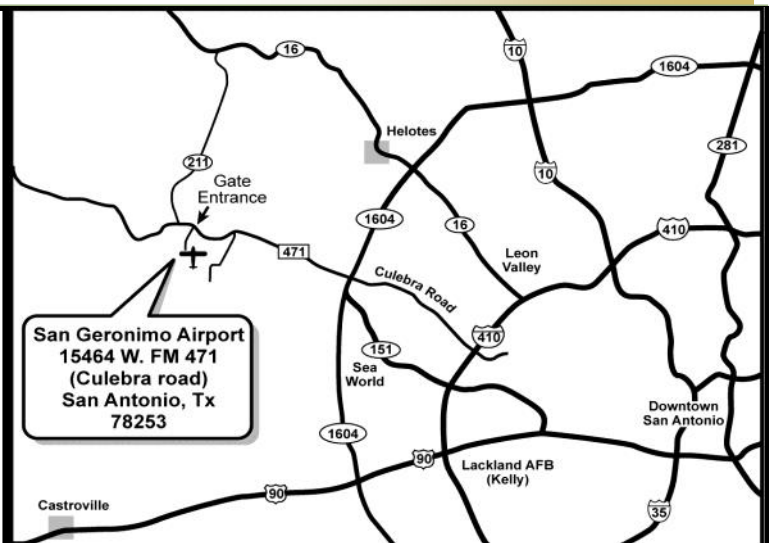
*Chapter 35 meets
Each Second Saturday of the Month*

**EAA 35 / San Geronimo Open
House (Re-launched)**

14 March 2015

1200

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

PRESIDENTER COCKPIT[For English Click Here](#)

Till medlemmarna i EAA Kapitel 35 i San Antonio,

För er som bygger en ny experimentell flygplan eller renoverar ett gammalt, kan följande information vara av visst intresse, och för dem som

redan har slutfört en sådan byggnad eller renovering kan det vara roligt att ha denna procedur som tidigare erfarenheter .

Februari 2015 var en spännande månad för några av våra medlemmar (inklusive jag själv), eftersom vi hade tre olika slutluftvärdighets inspektioner av experimentellt flygplan byggt eller återställas i vårt kapitel. Michael Landis och John Latour hade sin Merlin GT flygplan och Craig Geron hans RV8 flygplan inspekteras av FAA Värdighets Inspektörer från San Antonio Flyg Standards District Office av dess Manufacturing Inspection District Office (MIDO) gratis. Lex Brown, Thomas Morgan och jag hade vår Zenith STOL CH701 flygplan inspekteras av en utsedd luftvärdighets representant (DAR) för FAA. Du var tvungen att betala för den sistnämnda DAR inspektion. Men hade vi fått information om att det är oftast ett snabbare alternativ.

Innan vår inspektion jag gick upp till MIDO i FAA byggnad nära till San Antonio International Airport med viss fråga. Jag träffade tre av sina inspektörer och de var alla mycket hjälpsamma och gick igenom alla mina former och papper och gav goda råd och korrigeras vad som var fel. Jag var där i ca 45 minuter och alla visade upp med ett stort intresse. De var intresserade av vår verksamhet vid EAA35 och när de fick veta att jag var den nuvarande EAA35 presidenten, de också introducerade mig till chef för byrån.

Innan de inspektioner som vi alla hade lämnat vår Intyg ägande (eller luftfartyg registreringsbeviset med N-nummer), vårt Ansökan om luftvärdighetsbevis, Behörighet Statement för Amateur byggda flygplan, massa- och balansrapport, tidigare EAA inspektioner, en tredimensionell bild av våra flygplan och en medföljande program Letter verifiera alla ovanstående och även begära godkännande av en flygstestområdet. Vi hade också att slutföra ett villkor inspektion av våra flygplan (efter en EAA tillhandahålls checklista) före den slutliga luftvärdighetsinspektion.

Under inspektionen hade vi visa vår byggnad loggbok med byggbilder, de flygplan byggplaner från fabriken, flygttestplan, flygplan loggbok, motorloggbok och propellerloggbok, och vi lagt ett flygplan drifthandbok och en checklista pilot. En anmärkning att vår egen preliminära skick inspektion med ett uttalande om att "våra flygplan hade befunnits vara i ett funktionssäkert skick" (med en byggare signatur) var tänkt att ingå i flygplanet loggboken.

Det var intressant att notera att den första luftvärdigheten inspektion av tre FAA inspektörer tog ca 1,5 timmar och en annan kontroll med två FAA inspektörer tog ca 2,5 timmar, i motsats till den inspektion av endast en DAR inspektör, som varade under ca

5,5 timmar. Oftast bara mindre frågor måste korrigeras, exempelvis platser för N-numret eller saknade etiketter för utomhustemperaturen eller statiskt tryck sond, medan ett par andra med saknade nitar skulle kunna införas eller felaktiga skruvar förändrats, medan inspektionen ägde rum . FAA inspektörer tillät några andra frågor korrigeras senare med ett brev från en certifierad flygmekaniker som bekräftar att de verkligen korrigerades. Endast DAR inspektören ville återvända för att kontrollera att hissen upp resor hade utökats med några grader till rätt vinkel på otro 32-35 grader uppåt. Det krävs lite tid att åstadkomma med, till exempel, införande av nya kablar och en del andra arrangemang för att frigöra utrymme för den utökade rörelse hissen och dess kopplingar till styrspaken, som var nödvändig, även om fabriken byggplaner tidigare var följt. Andra byggare av identiska flygplan tydligen hade upplevt liknande problem. Men efter att ha utfärdats luftvärdighetsbeviset och operativa begränsningar, kommer nästa steg för oss alla att vara 40 timmars testflygningar.

Under februari vårt EAA Kapitel fick en donation av flygplan metall och andra luftfartyg byggmaterial från tidigare EAA 35 medlem Robert Afieldt. Vi tackar honom så mycket för denna generösa donation. Materialet har transporterats till vår hangar från Lew Mason.

Om du planerar att delta i januari månadsmöte med walk-runt till olika hangarer för att se flygplan byggnader och restaureringar i olika stadier, som var inställda på grund av kyla och eländiga vädret i januari, har du en ny chans på vårt möte i mars. Den tredje årliga San Geronimo Open House har nu flyttats till den 14 mars, och vi hoppas att vädret, då kommer att vara mer samarbetsvilliga. Alla är varmt välkomna att delta i denna EAA kapitel 35 event.

Ulf Balldin