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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



July 2014

Volume 56 Issue 7

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Next Event

12 July 2014

Chapter 35

Fly/Drive In Breakfast

Serving

0800-1000

Chapter Clubhouse

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 Ed Seurer: Publisher
 Chuck Fisher: Editor
 ea35news@gmail.com

Chapter 35 Philanthropy - Young Eagles Return!

Chuck Fisher

EAA Chapter 35 closed out May and began June with a renewed energy and focus on developing interest in aviation among our youth and wannabe pilots. In May we selected and introducing the Chapter to Amanda Pavlich, our 2014 Air Academy scholar. You each have helped to sponsor her trip and training at Oshkosh, and we will continue to offer fund-raising events to continue this generous sponsorship. I'm sure you can do the math, but it takes a lot for a chapter to raise the thousands of dollars every year for something like this. You all have a lot to be proud of.

And, then we transitioned from May to June with our first Young Eagles event under the leadership of Phil Vaneau our new

chairperson. This was a resounding success and I, for one, left that day with a renewed sense of purpose – these kids and their parents were just super and I think each of us would just love to see them grow into pilots.



The day was absolutely perfect. We enjoyed excellent weather, a gentle breeze and little turbulence. Chapter pilots stepped forward with a

variety of aircraft from fast high performance aircraft to a classic antique tail-dragger. I was amazed how many of the kids were really anxious to fly in the antique, spurning the extremely cool speedsters!

Phil started the day with a squadron pilots meeting. Flight planning, ground opera-

(Continued on page 8)

Next Event July 12 2014

EAA 35 Chapter Fly/Drive In Breakfast

Bring appetites, airplanes and friends!



PRESIDENTS COCKPIT



[For Swedish Click Here](#)

To all members of EAA Chapter 35 in San Antonio,

At the weekend in the shift from May to June Philip Vaneau, Chairman of the EAA Chapter 35 Young Eagles Program organized a Young Eagle Rally for kids between 8 to 17. Thirty boys and girls with their parents and friends, showed up and they were shown the mysteries of how airplanes work when flying. For that purpose two demonstration airplanes were exposed on the ground by two owners/pilots from our chapter. After that the participant boys and girls were allowed to fly in one of the six other airplanes with two or more seats with members in EAA 35 as pilots. Everything was very well organized by Philip and together with all the pilots, ground crew and staff, and all went smoothly and without problems. Even the weather cooperated nicely. Only during the last flights the temperature started to be high. After their flights they received their certificate and more information. It was a great success thanks to Philip, the pilots and the supporting ground crew and staff. Thank you all!

The yearly Chapter 35 Picnic in June was modestly attended. A little rain in the morning probably scared away some participants and only one airplane come flying in to San Geronimo Airpark. The picnic was as usual well organized and the food was good. At the end of the picnic, however, the weather improved substantially and the sun came out. A silent auction was organized for the picnic and individuals with the highest bids on a list for each item won. It brought in some nice money to the Chapter. I bought a model metal biplane, which, when you turned the propeller activated a spring of a music box. When the music box played the RPM, however, was very low (about 1 RPM), which was not enough to get the biplane airborne. The only way to get it flying is, probably, to take it up with our Zenith STOL CH701 airplane, when it will be completed for its maiden test flight in the near future (however, the near future has been forecasted for more than 8.5 years now).

When we recently kindly were offered to receive a donation of a Moni Motor Glider, in support of our chapter's Young Eagles program, Dave Baker took the lead to try to sell it for the donor. He put in an advertisement in the Newsletter with pictures to sell the airplane on an auction. It resulted in three bidders and the highest bidder has now been identified. He plans to come and pick it up on the included trailer in the near future

NEW MEMBERS

Ron O'Dea

Remember to find and recruit new members—to our chapter and to aviation in general. You too may be that person that starts someone on a flying future!

and trailer it to Louisiana. Thank you Dave and all others involved in this process.

As you can see at the northwest surroundings of San Geronimo Airpark, we will soon have new neighbors. The land is just now under the process of clearing from all bushes and trees just northwest of the newest hangar to make land available for homes. I hope this will not hinder our flight activity to and from the Airpark. Twin Oaks Airpark, just north of San Antonio International Airport, was built well before the International Airport. Furthermore, all the homes and buildings now surrounding Twin Oaks Airpark were built afterwards. There have been some complaints from house owners during the years, but since the airpark was there first, I don't think any complaints have led to some any serious restrictions recently. However, many years ago, someone wanted initially to build a two-story house just at the end of the runway, but it ended finally up as one-story house. However, since it was not on the property of the airpark, it was apparently not possible to stop the building of that house. It caused the sloped runway to be shortened somewhat to what it is today, 2225 ft. I hope we will not have such problems at San Geronimo Airpark.

Next EAA35 event will be a Fly-In Breakfast July 12 starting 8 am to 10 am. Chef, Prep Cooks and Servers needed. Board of Directors Meeting at 10.30 am.

See you all then, *ulf Balldin*

YOUNG EAGLES THANKS!

Although I can't provide names for every participant because there were too many people and there would be a risk of missing names, I want thank everyone who helped provide 33 youngsters an opportunity of a lifetime.

Comments like "that was so cool" resounded from so many of the participants. In addition, parents made comments about how professional of an operation we held. The success of our Rally was due to the Team effort of all of our chapter members."

Thank YOU! Phil Vaneau

CHAPTER BULLETIN BOARD

**T
H
E** **Heart** **Of**
TEXAS
AIRSHOW

 **TSTC WACO**

SATURDAY, SEPTEMBER 27, 2014
TSTC Campus Airport (KCNW)
Gates Open 10:00am through 6:00pm

FLY IN!

The breakfast will consist of Pancakes, Tacos and Muffins. Orange Juice, Coffee and water will be served. Anyone who fly's in (from other than 8T8) does NOT have to pay for the breakfast. Of course, donations are always accepted

Have a safe and Happy Summer.

NEEDED: Builders Academy Dream Classic is done but needs a prop. Looking for a prop for Rotax 227 with 6 bolt pattern Contact Lew Mason at lewnan@sbcglobal.net

COLOR COPIES OF NEWSLETTER

Printed Color Copies mailed to you

\$60 annual surcharge (\$30 for remainder of 2014)

To cover the cost of printing.

Please contact ea35news@gmail.com to order. Checks to EAA Chapter 35 to Dee Brame (see officer list in the back)

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

2014 YOUNG EAGLES RALLY

PHOTOS BY DANNY BEAVERS



2014 YOUNG EAGLES RALLY

PHOTOS BY DANNY BEAVERS



2014 YOUNG EAGLES RALLY

PHOTOS BY DANNY BEAVERS



2014 CHAPTER PICNIC



YOUNG EAGLES (CONTINUED)

(Continued from page 1)

tions, turn points and mandatory radio calls were all briefed. Ground operations were coordinated and an air boss was appointed. This became very important as, since it was a nice day, the airport was fairly busy. Thanks to all the pilots at San Geronimo who cooperated with the “ground controller” for taxi and takeoff clearances to deconflict with young eagles ops.

In all we hosted about 30 young men and women and their families. Phil had them sign up ahead of time so we had a known quantity. That worked very well. As in the past we had a dedicated registration and coordination desk and a cordoned off flightline area with limited access. This time we pushed two aircraft back onto the parking area away from the flightline so the participants could walk around and look at them and even sit in one to work the flight controls themselves. This, I thought, worked very well.

As one of the static owners, I spent a few minutes teaching the kids a little about control surfaces and terminology. And as the kids went off to fly, I had a chance to talk with not only the kids who participated, but the parents at their sides. None of these young men and women will realize their dreams of flying without their parent’s support, so it is important for us to teach them, remove fear and ignite their interest as well. For many of these parents I found that they already had an unrealized longing to fly, and through their kids they will fulfill that longing. Others had never been near a plane and had reservations. Those parents were worth spending extra time with to tell our story. We should tell them the story of tremendous safety, professionalism and pride in what we do.

I think each probably saw, and I hope we reinforced, the camaraderie and sense of community among pilots. And I hope they saw that no matter what your career or social stature,

among pilots we are one, equals and peers – who just love what we do.

As a member of this chapter I left our Young Eagles event beaming. The event was an overwhelming success logistically, but it was emblematic of the health of this chapter and as a result every member shined.

Each of us as members has helped to send a deserving teen to the best aviation introductory event in the world every year. And, each of us helped to introduce dozens of kids and their parents to aviation in a high quality, very safe manner. You, as a member of this chapter, should be proud of the philanthropy you are helping to support through your participation. Each month those dollars we collect at the door – go to the kids and these activities. The food you bring to feed folks saves the chapter

money, so even more goes to the kid’s activities. Proceeds from what we sell, go to these sorts of activities. And, as a 501C3 Non-Profit organization, any donations or endowments you would like to make are tax deductible contributions toward the future of general aviation through philanthropy just like these.

Soon, we will have a high school nearby and neighborhoods near us. Perhaps the next frontier will be for this chapter to partner with one or all to begin a structured aviation training program. The opportunities are there and, as I noted in my last article, I think each of us has a responsibility to find, recruit and begin the life-journey of new pilots. They are the next generation of general aviation.

We are blessed to be the current caretakers, but we have to pay forward our passion and devotion to a new generation to keep the sport healthy. Pay your dues with pride and participate as much as you can – you are making a difference. The smiles on the faces in the photos that accompany this article are due to you – EAA Chapter 35 members!



Chapter 1088 Fly-In at the Flying L

Brian Goode

Here are some pictures I took at the Flying L festivities on Saturday June, 21, 2014. It was the annual EAA Chapter 1088 Fly In at Russ Luig's beautiful grass strip just northwest of Bandera.

The Chapter 35 attendees were Jim and Mary Ann Schlattman, Steve and Freda Jones plus June and myself. Others had planned to attend, but due to some not so nice weather, just could not get there. Nice try for



those who attempted, but don't mess with Mother Nature as she has PMS. I counted 22 aircraft that made it to the Flying L. We feasted on hamburgers, beans, potato salad and the usual trimmings, plus some delicious cookies, tea and lemonade. Let's all make it a point to be sure to invite our Chapter 1088 friends and long time supporter Russ to our Fly In breakfast and other events!



HANGAR TALK

Dave Baker

We have a successful bidder on the Moni Motor Glider and it will be leaving the hangar in the near future so we HAVE ROOM AVAILABLE for rent! One could easily assemble or repair an aircraft in the hangar and have easy access to all types of tools, equipment. Call Dave Baker 210-410-9235 for details.



WEB TALK

Dave Baker

I want to Thank Doc Fisher for sending me a LOT of pictures from events this year starting with our January Open House and all events since! I will start putting these on our website this week. If you have something of interest to post, please send to me at the e-mail shown on the Officers & Directors page. This includes events, pictures, videos, etc.



THE BUILDER'S CORNER

A REAL HANGAR FIND—INTERCEPTOR 400

Mark Julicher

Nearly every airport has secrets lurking in closed hangars, but few secrets are kept forever. Few people knew that the sole remaining Interceptor 400 was languishing in a back hangar at Bulverde Airpark, but in late April ownership of the aircraft, type certificate, drawings, and manufacturing fixtures changed hands. Bulverde Intergalactic Spaceport gave up a secret. Soon, a fleet of workers and trucks appeared and crated up gobs of items and shipped them off to Augusta, KS where the new owners will plan and evaluate and do a million other tasks. If all goes well, someday we may see a reemergence of this magnificent aircraft.

The Interceptor 400 was developed from the Meyers 200 making it a large 4-seat single engine air machine. Many components of the 200 were used directly to make the 400, but there are several major differences. First, the powerplant is a Garrett turbo-prop swinging a huge Hartzell propeller. The engine is capable of over 800 shaft horsepower but is de-rated to a mere 400 in the Interceptor. The Interceptor is pressurized and capable of no oxygen mask comfort whilst cruising the lower flight levels.



The 400 was the first certified prop-jet in the US—way before its time!

<http://www.meyersaircraft.com/images/14,00/Web%2014,00%20in%20flight%20cover%20page.jpg>

Walking up to the Interceptor, you first notice that it is large. Next you notice the large exhaust stack emerging from the lower cowling – hmmm, could exhaust

heat raise havoc with asphalt? We are not sure because we did not start the engine.

With all the drawings and support equipment shipped out, there remained the major task of moving the one and only airplane. The new owners decided that the effort and risk to prepare and fly the plane (last flight about 10

years ago) was too great. The approach, therefore, was to remove the wings and empennage and load the plane on a truck.

But first, to assure the best possible documentation it was decided to laser scan the aircraft and develop a computer model of the external shape. This aircraft first flew in 1970. It is entirely possible that it encountered stresses and strains during its test program and many cross-country flights. What if a residual stress caused the airframe to change shape during disassembly? The engineers could use the scanned model to positively know the correct shape.

Laser Scan

We defueled the airplane and towed it to the large maintenance hangar at Bulverde. The first step in preparing for the laser scan was to mask surfaces

Tom Wathen presents:

The Interceptor 400

TPE331 Power – 300 Kts @ 24,000' – pressurized – 4-place single

FAA Certified TC#3A18

Max cruise	300 kts
Max range	1150 nm
Gross TO Weight	4,005 lbs
Max Fuel wt	970 lbs
0 Fuel wt	2,700 lbs
TO over 50'	1,410 ft
Ldng over 50'	1,200 ft
Stall gear down	60.5 kts

Engine — TPE331-6
Tshp — 840
TO shp — 400
TBO — 5400 hrs

Propeller — Hartzell 3 blade
Full feathering — with reverse

Air Conditioning — AiResearch
Pressurization — AiResearch

Seats	4
Wing Area	160 sq ft
Wing Loading	25 lbs/sq ft
Power Loading	10.1 lbs/hp
Baggage cap	200 lbs
Wingspan	30 ft 6 in
Height	10 ft 6 in
Length	27 ft 5 in

Base Price — \$995,000

The Ferrari of the skies, on steroids!™ — www.meyersaircraft.com

Interceptor Marketing Brochure – Note that it is a certified aircraft

BUILDERS CORNER (CONTINUED)

(Continued from page 10)



In the hangar, ready to start work

that reflect poorly. The preferred technique is to spray Tempra paint on transparencies and deicing boots and anything else black or clear. The preferred technique failed miserably!

No one anticipated 80 percent humidity in San Antonio – the water-based paint would not dry! Time for plan B.

Plan B was to mask the canopy, landing lights, and boots with tape. That worked OK on the landing lights, but as late afternoon

became early evening, the canopy and deicing boots became moist with condensation. No way was that tape going to stick! Time for plan C.

Plan C was to spray Tempra Paint and follow up with a heat



Alvin George and Vic White

gun to make it dry. This process sort of worked, but it was s-l-o-w. We figured we might be up most of the night before we were finished. Time for Plan D.

We did not have a plan D. No, wait a minute! Desperate times require desperate action. We loaded one HVLP spray gun with Tempra paint. We loaded another HVLP gun with baby powder. Thin coat of Tempra, thin coat of powder, another coat of each, and still another. Now a test shot with a laser. Five coats of paint and powder did the trick. By late the first evening we had good laser reflection, a cloud of baby powder, and the best smelling hangar anywhere.



Ready for laser scan.

Day two dawned with a crusty aircraft in the hangar and Bill and Mitch the metrology experts setting up a laser scanner. Curiosity ran high among the usual airport bums, but we had a six-hour job to do and the hangar had to be more or less cloistered. We dropped a few hints such as not looking at the laser with your remaining eye and the likelihood of igniting the flammables cabinet, and people got the message. As people casually filtered out of the hangar laser targets were being attached to the skin of the plane. A scanning laser was set up. This incredible laser spun a vertical laser line while sweeping across the target. The laser was moved to multiple locations both high and low around the plane. The scan was done at “low resolution” which was apparently only 30 scans per degree traversed by the scanner. The meteorologists started at 8AM and by suppertime they had 75 million data points and a beautiful computer rendition of the plane accurate to five thousandths of an inch. In other words, every rivet and parting line showed on the model which looked like a high resolution, black and white photograph

(Continued on page 12)

BUILDERS CORNER (CONTINUED)

(Continued from page 11)

The game plan at this point was to remove the wings, rescan to see if anything moved, remove the empennage, and scan one last time. With everyone else gone, Vic White and I worked removing panels and evaluating how to disassemble the beast. We had no drawings or maintenance documents. Intrepid, and armed with nothing but toolboxes, zip lock bags, sharpie pens, and duct tape we waded into the task. By 8PM we had a pretty clear idea how to approach disassembly. About that time Vic coined the phrase "Sawzall solves all." It was definitely time to go home and get some rest.

Panels beginning to come off. This opening shows the pressurization and air-conditioning system.



Panels beginning to come off. This opening shows the

Early on day three found us with many panels removed and labeled with fasteners in bags attached to respective pieces. It went slow going. Other than the fuel lines, no systems had disconnects at the wing parting line. Electrical wires had to be cut, marked with some sort of identification, and knife splices installed. All this was done in cramped quarters of course. The pitot static lines were 3/16 aluminum tube. There was no choice but to cut them because the only disconnect was three feet away in the wing root and through a lot of structure. Somebody down the road will have to insert unions and B nuts to reconnect the lines.

The only real surprise was when I was removing a row of screws along a lower wing panel. Upon removing one particular screw there was a loud TWANG inside the wing as a largish spring came loose. Vic started doing the other wing and I said, "Hey! Watch the middle screw on the aft... TWANG... never mind." Apparent-

ly it was a feel spring for the ailerons? We are still not sure.



Wires getting connectors. Gear position switches show at

Fowler flaps spanned the wing separation line, so they had to be removed. The easiest way to do that would have been to lower the flaps, but the 10 year old, 24 volt batteries were not up to the task. Instead we disconnected the flap push rods at bellcranks inside the trailing edges. From that point, we were able to tug and tease the flaps into the down position and remove the rollers. If you ever removed a Cessna flap you know exactly how this latter task was done, just the hardware was heavier duty.

By early afternoon we were ready to remove the right wing. The procedure was to remove the aft spar bolt, a short AN6. Next, support the wing tip with a padded sawhorse and remove the upper, main spar bolt. Next, lower the wing tip allowing the lower, main spar bolt to act as a hinge. Finally, remove the lower bolt and carefully lower the wing onto two sawhorses. This procedure worked flawlessly, almost.

The main spars were fastened with one inch; close tolerance bolts requiring a 1 1/16 socket to remove self-locking nuts. The lower nut and bolt was not difficult to reach because the lower wing panels were off and provided direct access. The upper bolt and nut was altogether different. Here we needed the socket with a universal joint and a 40-inch extension. We tried an impact wrench to no avail.

Kriol, impact wrench, Kroil, impact wrench, Kroil... insanity.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

Forget the impact wrench, use an 18 inch breaker bar. No dice. Use a 24 inch breaker bar and cheater pipe. Put a BIG dude on it. Twist the neck off of a ½ inch extension. Get new extension bar. Say special words. Shear the pin in the universal joint. Go to Home Depot. Get new U joint. Go to NAPA, get new extension bars. Come back to hangar. Shear two more extension bars. ! @#\$%^&*

We sent a fellows out for TOOLS! The decision was to go with a ¾ drive socket. Why ¾? Because a one inch drive would not fit into the tight space.

Whilst the tool gatherers were out and about, Vic and I decided to try loosening the nuts on the left wing. They were tight, but after Kroil and impact and application of the remaining breaker bar/extension the left bolts were removed. We were able to drift out the bolts and by the time the ¾ sockets arrived, we had one wing in a wing cradle.

Meanwhile, it took a trip to Northern Tool, Sears, Harbor Freight, Napa, Tractor Supply, and AutoZone, to collect a ¾ drive socket, U joint, extension bars, ratchet drive and breaker bar. It was time to go for it! The upper, right ,wing nut broke



It was late. Time to call it a night.

free with the sound of a gunshot. From that moment it was almost trivial to back off the large nuts and then another 20 minutes to drift the bolts out of the spar tangs. The second wing was off.

The first thing on day four was to re-shoot some laser points and determine if the structure had sprung. It had not. The laser scan showed everything was right where it had been with the wings

on except the landing gear struts were three inches taller sans the weight of the wings.



Good night Interceptor. Looking forward to seeing you again someday.

So with that good news, we tackled the empennage. It was tricky because we had coax, trim cables, and the elevator push rod to remove. First off came the dorsal fin, then the rudder. Next the vertical stabilizer, and finally the horizontal stabilizer with elevator still attached came off the plane. It took three hours of removing fasteners and puzzling out the disassembly sequence, but we were done. The Interceptor was ready to load up and truck home.

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



Some of the wing removal crew. L-R Ben Rath, Mark Julicher, Vic White

JUNE MYSTERY PLANE REVEALED

Doug Apsey

Thank you to Brian Goode for providing the June mystery plane which is a 1931 "Pilgrim 100-B" manufactured by the American Aircraft and Engine Corporation. It has been fully restored by and is currently on display at the Alaskan Aviation Heritage Museum in Anchorage, AK. This particular airplane, N709Y, is thought to be the last airworthy Pilgrim in the world.



The Pilgrim 100-A and 100-B were modified versions of the Fairchild 100. The 100-A

first flew in 1930 and sixteen 100-A's were



built by Fairchild for American Airways as an airliner. In 1931, the American Air-

craft and Engine Corporation emerged from Fairchild Aircraft and built ten 100-B's which were very similar to the "A" model except for a larger tail fin. Four of the 100-B's, designated the American/Fairchild Y1C-24's, were purchased by the Army Air Corps as a light transport and cargo aircraft but later modified for aeromedical evacuation. The remaining six 100-B's were sold to American Airways.

The Pilgrim had a crew of one and carried up to nine passengers. It was a rather large plane with a wingspan of 57 feet, fuselage length of 39 feet and an empty weight of 4195 pounds. It was powered by a Wright R-1820 Cyclone engine that produced 575 hp that gave the Pilgrim a cruise speed of 118 mph.

The Pilgrim had good short field takeoff and landing capability which made it a good choice for the Army Air Corps as a small transport at the time and later, as a desirable bush

plane. N709Y began its life as an Alaskan bush plane in 1936 and was not retired from service until 1985. It is credited with hauling over 1 million pounds of fresh salmon from Bristol Bay, Alaska. I have a feeling this bird lost its "new airplane" smell real early in its life!

For additional history on the American/Fairchild 100-A and B plus details about the restoration and history of this particular Pilgrim, check out the following web sites;

<http://www.adn.com/2012/11/30/2709546/1931-fairchild-american-pilgrim.html>

<http://www.examiner.com/slideshow/alaska-aviation-museum-1931-fairchild-american-100-pilgrim#slide=1>

http://aerofiles.com/_fair.html

Sources for this article include Wikipedia plus the web sites listed above.



NAME THE PLANE

Doug Apsey

Many of you will have little trouble recognizing this month's mystery plane, or at least have it narrowed down to two possibilities. However, this particular airplane is very unique and you may be surprised when you learn about the mission it was built to carry out. For those of you who have toured the parade ground at Lackland AFB, you have probably seen this airplane on display at the north end of the field.



So, who can tell me:

1. What the airplane is?
2. Who built it?
3. What unique role was this particular airplane built for?
4. What was the nickname given to it because of that unique role?



Country Store

Brian and June Goode

The latest order for "Fishing Shirts" has arrived.

Our inventory level is now:

Men's short sleeve Khaki – Only one (large) remaining @ \$39.00

Men's short sleeve Royal Blue – One (large) & one (XL) @ \$39.00 each

Men's long sleeve Sky Blue – One (medium) @ \$43.00

Woman's short sleeve – Only one (large) yellow left @ \$39.00

If you don't see your size listed and would like to place an order for one, just let the Store know what you want. We must place an order for six shirts at a time. The price is going up on future orders as we have received notice of a \$4.00 increase per shirt from the vendor. New shirts will now be \$44.00 for short sleeves and \$47.00 for the long sleeved version.



A NEW ADDITION HAS ARRIVED

We have added a great new additional item to the Country Store. They are called Executive Saddlebags, but they really are a great way to store your aircraft logbooks, pens & pencils, keys and things.

They are adorned with the Colorized Chapter 35 logo on the front flap. They are made of 600D 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. We have been using one of these bags for several years and they are very handy. They could also be used for a computer bag or just a regular tote bag.

The bags are priced at \$29.00, including sales tax, and are available at Chapter 35 meetings or by calling Brian Goode at (727)-709-1159, or by stopping by the Goode's Hangar #53, the "Auger Inn."



"Fishing Shirts" with Chapter 35 Logo	Short sleeve	\$39.00
	Long sleeve	43.00
Aircraft Logbook Bag -17"x13"x4.5"	Chapter 35 Logo	30.00
Cloth Baseball Caps	New Chapter 35 Logo	11.00
Mesh Top Logo Baseball Caps	Close out item	5.00
Chapter 35 Sew-On Logo Patches		3.00
Chapter 35 Bumper Stickers	Several styles	2.00
Wheel Chocks - Aluminum	Enough for 2 wheels	42.00
Wash Wax All: Cleaner	Pint -16 OZ	11.00
	Quart -32 Oz	16.00
	Gal. - 64 Oz	30.00
Degreaser	Priced same as above	
Extending Mop Pole		100.00
Mop Head With Pads	Without Pole	55.00
Aero Scrubber Pad Holder	With 3 Pads	6.50

**Note – All Chapter 35 merchandise includes 8.25% Texas State Sales Tax

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

www.35.eeachapter.org

2014 EAA Chapter 35 Leadership



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Young Eagles: (210) 887-3135	Philip Vaneau pvaneau@gmail.com	Aircraft Builders: 210-372-1217	Craig Geron rv8@satx.rr.com
Tool Crib: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	EAA Hangar: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Public Relations: 830-612-2232	John Latour latourjohn@att.net	Country Store: 727-709-1159	Brian Goode ladybgoode@msn.com
Flying Start:	Vacant	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

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

Technical Counselors

RB 'Doc' Hecker 210-391-1072 tcflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
	Lew Mason 210-688-9072 lewnan@sbcglobal.net
Safety Officer	Ron O'Dea 210-488-5088 r2av8r@gmail.com

The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

CHAPTER

CALENDAR

JULY 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	9	LUNCH MEETING Program: <i>FAA Safety Initiatives</i> <i>Gary Stamper—SA FSDO</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: <i>Pioneer Flight Museum</i> <i>What's happening at Kingsbury!</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: <i>Kay Morgan</i> <i>Lighter than Air Demo</i>	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY 	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-ins <http://www.flyins.com>
Fun Places <http://funplacestofly.com>

28 July—Aug 4 *EAA Airventure*
(If you are going please contribute pictures and words for the newsletter!)

23-24 August *SportAir Workshops - Van's RV Assembly*
Waco, TX

27 September *Heart of Texas Airshow*
TSTC Waco



Lex, Tom and I are ready for test flight in our latest aircraft bought in EAA 35's silent auction in a good deal, Here parked in its hangar consisting of our upside down bottom cowling for our Zenith STOL CH 701. The upper widow is the oil cooler air intake. Ulf

To post a classified—contact the editor at eea35news@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

For Sale: 1951 Cessna 305A Bird Dog (TL-19/O-1) N88T, S/N23364, 440 hrs. since factory reman, fresh annual, US Army markings, Polished, Garmin 250XL GPS/COM, GTX 327 XPDR, Transcal SSD 120 encoder-Terra TX 760D COM, PM 4000 Audio panel, Jasco 24V 50 Amp Alt, Bomb shackles, Increased gross weight - 2300#, 1509# EW, 792# useful load, 440 hours since restoration in 1998 by Steve Stires, See photos in August 2013 Runway 35. Based 8T8., \$80,000.00. Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com *(expires JUL 2014)*



For Sale: Lycoming O-290 D2. 0-since major overhaul \$5000. 300 amp Linde Heliarc welder \$475., Bridgeport Mill \$1350. Cadillac Lathe 14x40 \$1350, Chrome Moly Tubing. (25% of catalog), Contact Jim Waterman. (210) 860-7840 *(expires JUL 2014)*

Hangar for rent, 32 x 40 with water and electricity. Green hangar on north side. \$300/mo. Contact Gary at (220) 722-2977 or gary@zwheelz.com

WANTED I need to buy a **McCauley propeller model 1B90CM74xx or 1A90CF74xx.** These propellers were used on many A-65 installations. If you have one of these propellers you are willing to sell or know of someone who does, please contact me. I'm getting closer to finishing up my L-4 project and this is the last big part still missing. Richard Reiley at reileyr@yahoo.com or 832 794 1664 *(expires JUL 2014)*

For Sale 1985 MOONEY 201. 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. New interior ~2000, Originally a 201 L/M upgraded to 201 and beyond. PM800 4-place stereo icom, CD/MP3 CD Player. KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155, IFR approach certified KLN-89B w/ update jack. engine monitor, preheater. Garmin 396 and yoke mount. Hangared at 5C1. \$99,000 Chris Watson chrisf16@mac.com or 210-497-5863. *(expires JUL 2014)*



For Sale 1968 Cessna 150H. TTAF 3400 TSMOH 1420. Narco MK 12D, Narco 150A Txpdr, ELT. New Paint, Wheel Pants, New Tires, New bearings, New interior-Refinished ctr console, New brake pads, New metal air filter, New tinted windshield, aftermarket wingtips make it hard to make a bad landing! \$21,500 Call Bob Drumm (210) 684-3331 or e-mail bigbbobby@earthlink.net *(expires JUL 2014)*



For Sale Airpark Home 8T8 • \$325,000 • Located in one of the finest airpark communities in San Antonio, Texas. Home of EAA Chapter 35.---3000' x 40' asphalt runway. 1.5 ac lot w/ 2250 sf hm w/ 3 bdrs / 2.5 bths, all new plumb fixt, faucets, tile work, new light fixt, granite cntr tops in kit/mstr bth, Hunter ceiling fans all rms, lg fireplace and vault ceiling in liv rm, laminate wood floor mstr bdrm, new paint in/out, detached lg 2 car gar, circ dr,40' x 40' mtl hg w/ awning cvr 12' w x 40'-n. side, 8' x 12' strg bldg. Hm built 1991, recent ext. remodel "open liv space" Shown by appt only. • Contact Dave Baker 210-410-9235 *(expires JUL 2014)*



For Sale: 1961 Piper PA-28 (Colt) Owned and maintained by A&P for last 12 yearsTT: Airframe and Engine 2168 hrs, 125 hrs since rebuild of engine with new and serviceable partsFresh Annual, this aircraft is in very good fly away condition.This is a very nice basic VFR Aircraft with radio, ELT, and transponder that will give you 100 mph on 5 gph!Will let this work pony go to a fellow EAA Member for \$12,500 Please call John at 210-365--0120 or email: johnkuhfahl@yahoo.com. *(expires SEP 2014)*

For Sale: Garmin 796, COMPLETE with all accessories, Brand New. \$1999.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 382.00 Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 950.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 400.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. *(expires SEP 2014)*

For Sale: 1976 Grumman Cheetah AA5A. In very good mechanical condition with nice paint, interior and glass. Maintained by FletchAir, with \$16,000 worth of maintenance and refurbishing done in 2011. O320, 160HP STC with PowerFlow exhaust. 694 SMOH by Mattituck. Narco 121,122, 810. Century 1 AP, Davtron etc. 2500 TTAF. Hangared at 8T8, Geronimo AirPark San Antonio. \$36,000 OBO. todd.hillard@gmail.com *(expires SEP 2014)*



HANGAR SPACE FOR RENT (8T8): T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. *(expires Sep 2014)*



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Richard B. Hecker, D.O.
 Senior Aviation Medical Examiner

Assend Dragon AVIATION

CP: (210) 391-1072
 Fax: (830) 980-8866
 Email: tcfllyingdoc@yahoo.com

29890 Bulverde Lane
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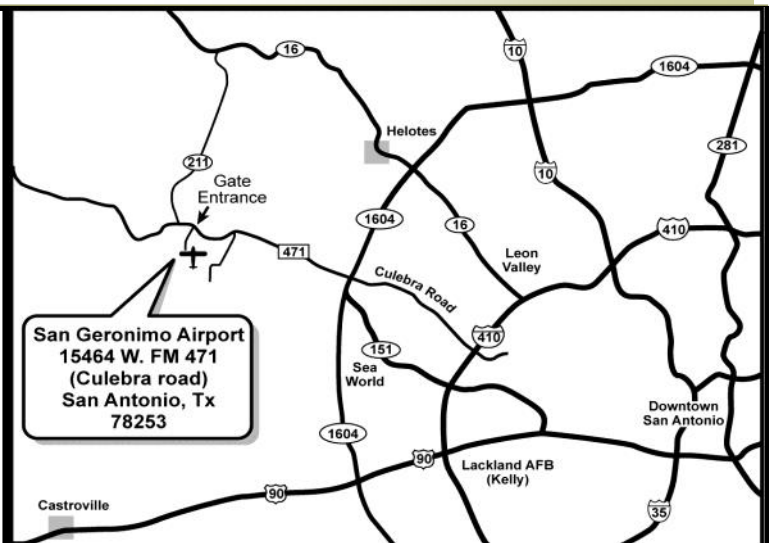
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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

12 July 2014
Fly In/Drive In Breakfast
0800-1000
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.eaachapter.org

PRESIDENTER COCKPIT



[For English Click Here](#)

Till alla medlemmar i EAA Kapitel 35 i San Antonio,

I helgen i övergången från maj till juni Philip Vaneau, ordförande i EAA Kapitel 35 Unga Örnar Program organiserade en ung Eagle Rally för barn mellan 8-17. Trettio pojkar och flickor med sina föräldrar och vänner, dök upp och de visades mysterier hur flygplan fungerar när de flyger. För detta ändamål två demonstrations flygplan utsattes på marken av två ägare / piloter från vårt kapitel. Efter att deltagaren pojkar och flickor fick flyga i en av de sex andra flygplan med två eller fler säten med medlemmar i EAA 35 som piloter. Allt var mycket väl organiserade av Philip och tillsammans med alla piloter, markpersonal och personal, och allt gick smidigt och utan problem. Även vädret samarbetade fint. Endast under de sista flyg temperaturen började bli hög. Efter deras flygningar de fått sina certifikat och mer information. Det var en stor framgång tack vare Filip, piloterna och stödmarkpersonal och personal. Tack alla!

Den årliga Kapitel 35 Picknick i juni var måttligt deltog. Lite regn på morgonen troligtvis skrämt bort några deltagare och endast ett flygplan kom flygande in till San Geronimo Airpark. Picknicken var som vanligt väl organiserade och maten var bra. I slutet av den picknick förbättrades däremot vädret betydligt och solen kom fram. En tyst auktion organiserades för picknick och individer med de högsta bud på en lista för varje objekt vunnit. Det förde i några trevliga pengar till kapitel. Jag köpte en modell metall biplan, som när du slog propellern aktiverat en fjäder av en speldosa. När musiken rutan spelade RPM, var dock mycket låg (ca 1 RPM), vilket inte var tillräckligt för att få den biplan luften. Det enda sättet att få det flygande är, förmodligen, att ta upp det med vår Zenith STOL CH701 flygplan, då det kommer att vara klar för sin jungfrutestflygning i en nära framtid (dock en nära framtid har prognostiserats i mer än 8,5 år nu).

När vi nyligen vänligt erbjöds att ta emot en donation av en Moni Motor Glider, som stöd för vår kapitlets Unga Örnar program, tog Dave Baker ledningen för att försöka sälja om för givaren. Han satte in en annons i nyhetsbrevet med bilder för att sälja flygplanet på en auktion. Det resulterade i tre anbudsgivare och högstbjudande har nu identifierats. Han

planerar att komma och plocka upp den på den medföljande trailern i en nära framtid och släp till Louisiana. Tack Dave och alla andra som är involverade i denna process.

Som ni kan se på de nordvästra omgivningar San Geronimo Airpark, kommer vi snart att ha nya grannar. Marken är just nu under processen att rensa från alla buskar och träd strax nordväst om den nyaste hangar för att göra mark för bos-täder. Jag hoppas att detta inte kommer att hindra vår flygverksamhet till och från Airpark. Twin Oaks Airpark, strax norr om San Antonio International Airport, byggdes långt innan den internationella flygplatsen. Dessutom var alla hem och byggnader nu omger Twin Oaks Airpark byggt efteråt. Det har förekommit en del klagomål från villaägare under åren, men eftersom Airpark var där först, jag tror inte att några klagomål har lett till några några allvarliga restriktioner nyligen. Men för många år sedan, ville ha någon från början att bygga ett tvåvåningshus precis i slutet av banan, men det slutade till slut upp som en-plansvilla. Men eftersom det inte var på egendom Airpark, var det uppenbarligen inte möjligt att stoppa byggandet av det huset. Det orsakade den sluttande banan kortas något till vad det är idag, 2225 ft Jag hoppas att vi inte har sådana problem på San Geronimo Airpark.

Nästa EAA35 händelse kommer att bli en Fly-in frukost 12 juli med start 08:00 till 10:00. Chef, Prep kockar och servrar behövs. Styrelse Möte kl 10.30.

Vi ses då, , Ulf Balldin