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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



EAA 35 / San Geronimo Open House

February 2014

Volume 56 Issue 2

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Next Event
 8 Feb 2014

EAA Chapter 35 Clubhouse

Lunch 11:30 am

Meeting/Program 12:30 pm

Runway 35 is published monthly by
 EAA chapter 35.
 Ed Seurer: Publisher
 Chuck Fisher: Editor
 ea35news@gmail.com

Steve Jones

EAA 35 Vice President

By many accounts, the second occasional EAA Chapter 35 Progressive Lunch was a success, so I'd like to take a moment to bring attention to just some of the people who made this a stellar event:

God. Who else could have set aside the one perfect day for our event? The sun was shining, the temperature was perfect. The wind cooperated. The field was abuzz with activity.

Gail Scheidt. Gail poured huge time and effort into this event. Even after the event, on Sunday I found both Gail and Dennis back in the chapter clubhouse, attending to the carpet, and performing some early spring cleaning. That is dedication. Anytime I need an example of selfless leadership that I can emulate, I look to her.

Dave Baker. On his own initiative, Dave stepped up and volunteered to hitch up the



(Continued on page 8)



Next Meeting

Terry and Cathleen Hart

Eyewitness—Soyuz Launch and Russia

Lunch—Russian style!



PRESIDENTS COCKPIT



[For Swedish Click Here](#)

Good Members of EAA Chapter 35,

We are now on our way in year 2014. It may become an interesting year for pilots of private or experimental aircraft. A proposal has been made that not only pilots with Sport Pilot License may operate without FAA Medical Certificate, but also pilots flying aircraft with 6 persons onboard in a single or twin engine aircraft weighing up to 6000 lbs. would be allowed to fly with only a state driver's license to establish the medical fitness. However, this will mean that before each flight the pilot must determine if he/she is medically fit to operate the aircraft safely. Also, the pilot will be responsible to ensure that his/her medical health in no way jeopardizes the safety of the flight. But be aware, if your most recent FAA medical certificate or application was denied, revoked, withdrawn, or suspended by FAA you are not allowed to operate using your driver's license until the denial from your airman record is cleared by getting a valid third-class medical certificate issued.

New rules may also come for unmanned aerial vehicles, which may affect us as pilots. And hopefully new rules will be created to avoid innocent pilots being harassed by FAA inspectors for no reasons. Anyhow, please, be positive and remember that your whole future is ahead of you. Don't even think about that you are one year older for every year – that habit started already when you were born and has not changed since then.

The first monthly meeting, the Progressive Lunch and Open House was a big success. Our VP, Steve Jones, did an excellent job in planning and leading the activities. We had a superb long lasting lunch both in our clubhouse and in the hangars and saw a lot of activities going on within the Chapter with already flying airplanes and planes under construction. Otherwise, most of us would probably not have been aware of those activities and airplanes. It is a very good opportunity to see other member's aircraft building in progress with both mistakes (however, only others do such in our Chapter) and successes. This progressive lunch and open house will be a good tradition for future years to come. Craig Geron, the Chairman of the Aircraft Builder activities at the EAA35, is currently working with a sum-up of the freshest status of different airplanes under construction in our Chapter. Please, help him out with giving such information to him.

In the beginning of a year, a lot of administrative activities were going on. 2014 EAA35 Leadership with new Members of the Board of Directors and Chairpersons for all our activities, Technical Counselors and Flight Advisors had to be identified. We have submitted a report to the Secretary of State (of Texas) for permission to continue being a non-profit organization. The Chapter has to do that every fourth year and then also pay fee in the huge amount of \$5. The \$1.50 cent per year is not a too bad economic burden for the Chapter. It will probably pay for an administrator to work for a couple of minutes with this permission for us. However, the report with a check to the Secretary of State was mailed with return receipt and the mailing cost

of that exceeded the fee.

Besides that, we had to submit 8 different forms of reports and information to EAA Headquarters, including registration fee for 2014 and Clubhouse and Hangar insurance payment. So, we should now, hopefully, be legal and ready for another year full of activities.

After the first EAA35 meeting this year I had to leave for a flight to Sebring, FL with a Light Sport Aircraft, a Bristell, stationed at Boerne Stage Airfield by the company Bristell USA. I was offered to fly the demo aircraft with the owner (Barry Pruitt), who is also a LSA flight instructor and a former US Army helicopter pilot. This came handy, because I am currently trying to be endorsed to fly this machine. It was a nice cross country flight to the Sebring U.S. Sport Aviation 2014 Expo, where he showed the airplane. It took about 11 hours, including a weather related diversion. I hope I will be able to write a little story in the Newsletter on interesting aircraft or identified flying objects shown at that Sport Aviation Expo.

Next EAA35 meeting will be on Saturday Feb 8 at 12 noon and not in the evening as earlier announced. Very welcome there! And please, try to invite a new person, who may be interested in joining the EAA35.

Best wishes for a continued happy flying 2014

Ulf Ballidin

NEW MEMBERS

Ron ODea

Chapter 35 continues to grow! Please welcome

Doug and Christy Castle

Living in Mico, Tx, Doug is a retired Marine (30 yrs.) who is going to become a private pilot. You may contact Doug at dougcastleczi@gmail.com

Thaxter and Alice Price

Living in San Antonio, Thaxter is a private pilot who is a partner in a C-182 and is a past president of EAA Chapter 19 of Lubbock! You may contact Thaxter at thaxter@satx.rr.com.

Kay Morgan

Kay is a long time member of EAA. She recently moved from California and now resides in San Antonio. Kay an accomplished aviator is a Commercial Pilot, with Instrument, CFI and Balloon ratings. She also has a 1974 Citabria 7KCAB. You may contact Kay at 916-761-1336.

NEW YEARS RESOLUTION: Each Member resolve to recruit one new Member. EAA will provide a complimentary new member package for them and perhaps you'll launch a new aviation passion!

CHAPTER BULLETIN BOARD

Texas
STOL ROUNDUP
APR 11 12 13 LLANO AIRPORT KAN

CAMP ALONGSIDE THE RUNWAY, HOTELS IN TOWN, OR FLY IN DAILY.
SHORT TAKE OFF AND LANDING COMPETITION. LIGHT TOURING CLASS,
HEAVY TOURING CLASS, ALTERNATE EXPERIMENTAL BUSH CLASS,
AND BUSH CLASS. FLOUR BOMBING CONTEST.

MORE INFO: 325-247-1335

Menu: Russian Theme

Our meal will be
Shashlyk (Beef
Shish Kabobs) and
Plov (Russian
Rice Pilaf).

Members who wish to Donate please
bring a dessert or salad to share.

\$5 per person

**2014 Chapter 35 Meal Charges—
\$5 per person**

Unless otherwise noted, there will be \$5 per person contribution for all meals. As always your food donations are welcome and very appreciated!. The \$5 charge does apply to all "eaters" and offsets the cost of the main course, utilities and disposable serving ware.

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Paint and Paint
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Our team is excited to announce that Tex-Air Parts' aircraft parts distribution division has rebranded and will now be filling parts orders through Aero Performance! Our dedicated team will continue to supply the same great products and service that our customers have grown to depend on for decades, and we look forward to the opportunity to serve you soon.

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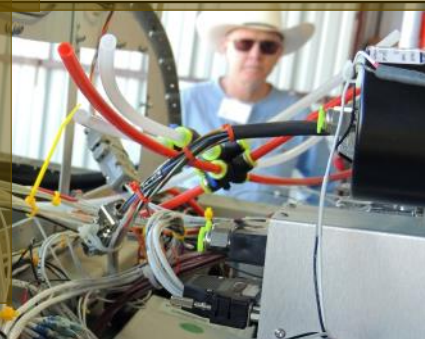
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YOUR Articles Needed

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

JANUARY 2014 OPEN HOUSE

PHOTOS BY DAVE "THE ARTIST" BAKER AND PEGGY FISHER



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JANUARY 2014 OPEN HOUSE

PHOTOS BY DAVE "THE ARTIST" BAKER AND PEGGY FISHER



EAA 35 JANUARY OPEN HOUSE

(Continued from page 1)

chapter trailer and provide ground transportation. The venue was fun, and folks met and struck up conversation on the trailer as we moved from hangar to hangar.

Brian Goode. Brian was quick to volunteer and hitched up his own version of the Australian Outback Road Train, providing additional ground transportation. It was rather interesting to watch Brian and Dave 'fly' the two trains in formation down the taxiway.

Doug and Robin Apsey answered the call. Robin's Italian Wedding Soup was simply delicious. Freda and I spent a couple of years in Italy, and this really took me back.

Freda stepped up with her interpretation of Taco Soup, and it was the perfect counterpoise to Robin's soup.

The hub of activity in the kitchen was Gail, Robin and Freda, working to make the meal experience the best for all who attended.

Of course, this was a progressive lunch, so we moved down hangar row to visit folks, review their projects, and sample their fine cuisine. I'll focus on the cuisine for a moment. Frank Anderson delighted all with bacon-wrapped sausage lightly coated in a Brown Sugar Glaze. He also presented a spicy Corn Salsa Verde. Chuck and Peggy Fisher offered a buffet of different Homemade Salsas and Chips. If you were too adventurous, (I know I was) they also offered Homemade Fruit Punch and Lemonade to cool flaming tongues. I (Steve) presented home roasted coffee, from green coffee beans delivered in burlap sacks, to a cup of Peruvian Gold (coffee). All roasted using castaway '70s era hot air popcorn poppers. June Goode delivered three different exquisite cobblers along with ice cream, for that authentic cobbler-sampler a la mode. Their hangar was decorated in full trim for a party.

The theme for this progressive lunch was 'controlled chaos'.



Joe shows off his aircraft

With ten stops coordinated and scheduled, it quickly became evident that hangar after hangar was opening up to present planes and projects, schedule be damned. Before the sun set, we reviewed a trove of aviation photography in Ed Seurer's hangar, witnessed the first run of Chuck Sharrar's new Rotax 912, looked over Nick Leonard's Isaacs Fury and his Minicab, and visited Ron Paduh to gaze upon a huge Cessna 310 and his beloved Taylorcraft L-2, 'the Flying Ferret'. We pored over a wild RV-8 under construction, marveled that Freda's Cessna has

most of its parts on, or near the plane, and noted that Lew Mason likely has the 23rd largest Air Force in North America. Ulf Balldin and his partners fielded questions about their CH-701 project. Nelson Amen presented a familiar Beechcraft Sundowner, his Cozy Mk. IV project, and his beloved, late Starlite. Julius Braun showed us his Preceptor N3 Pup. Dave Baker showed off his Unique Quail, Doug Apsey displayed his Mooney Executive M-20, and Chuck Fisher rolled out his ponderous Navion. And there were even more open hangars not on the "tour" that I've missed.



The hours passed quickly as the conversation flowed. So many questions, so much information exchanged. As the sun began to cast long shadows across the field the participants wrapped up, said their good-byes and headed home. What a success! Whew.

And then...would you believe? A survivor's party. Tradition among air show and fly in coordinators, once the venue has closed on the last day, those who are left behind (you know, the people who made it all happen) gather to celebrate another successful event. There, gathered in Chuck and Peggy Fisher's hangar, were the survivors. More salsa, more punch, more conversation.

Thanks to everyone who participated! I'm already looking forward to next year.

Editors note: See the scrapbook pages and the website for oodles of photos!

I Learned from THAT!

That Little Orange Box

Quiet. Not a sound except the heavy breathing of a struggle to get out, then the sighs and moans of resignation. The pilot sat in the crumpled aluminum of his cockpit, bleeding, critically injured with severe spinal trauma, unable to lift himself from the cockpit, unable to kick his legs free. He was trapped. And the only sounds were his. There were no sirens. No one was running to his aid....just silence. How long till he passed out? How long till he bled to death? Quiet.

Chuck Fisher and Maarten Versteeg

What follows is a true story. It is a story of survival and recovery that could have turned out very differently had it not been for a wise investment.

The day was magnificent. It was one of those days when you look out the windows at work and just can't stand to be inside. And so it was for

the pilot who quickly finished his work and ducked out a few hours early to enjoy it. The sky was robin's egg blue without a cloud for hundreds of miles, it was shirtsleeve comfortable and there was not a breath of wind as he rolled his brand new Zenith CH-601 out of its hangar. Being a weekday, his tiny home airport was quiet and he had the pattern to himself. This was a perfect day for hour 18 of his carefully calculated flight test program.

The pilot had spent 7 years meticulously scratch-building his Zenith CH-601. He knew every rivet, wire and connection in the plane. His inspectors and advisors had pored over it and lavished accolades on the watchmaker quality of his work. As he lowered the enormous bubble canopy, a CH-601's most distinctive feature, he saw the full electronics suite come to life and heard the now familiar purr of the brand new Jabaru engine. This would be a great day to fly.



Real County Airport crosses the bottom of the valley

After takeoff he set his course northwest for the Texas Hill Country. First he stopped at the massive but quiet old Army Airfield, filled the tanks then headed west to the wide open lands of Southwest Texas. The rugged terrain was studied with trees, and after recent welcome rains the countryside had come to life again. Coursing down the valleys he could see far

flung ranches with "driveways" that wound miles across the countryside from the nearest "main" road. Many of these big ranches had become primarily hunting preserves and deer hunting season had just opened. But, being a weekday afternoon most of the blinds and stands were probably unoccupied. But, none of that mattered as the sleek silver Zenith sliced through the calm air and the pilot enjoyed the freedom of a big sky all his own.

He then landed uneventfully at his further destination, the only airport of any size in that part of Texas. Everything was working perfectly as he taxied back and headed off again into the remote, rugged land between there and home. Along the way he would do some approaches at a remote airstrip along the way. He was in wide open sky, well out of control range of any major city and not needing to talk to anyone. Heck, there wasn't anyone to talk to out there anyway.

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That Little Orange Box

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The next destination was a remote field, about 20 miles north. He entered a left pattern and set up for a landing to the south. 4000 feet long, 50 feet wide and unattended, this was an airport designed for transient traffic dropping off passengers for the big ranches in the area then departing. There is no fuel and no reason for anyone to be around. The runway is in a bowl with terrain on all sides making the pattern a bit unusual for flatland Texans. This was a perfect day to practice.

The pilot eased the plane into the pattern and felt the wheels kiss the warm asphalt let her roll out then taxied back to the North end. He had the airport all to himself. Accelerating again he roared down the valley surrounded by high treed ridges. Eager to fly, the plane surged forward as the gear left the smooth asphalt and the pilot set his climb angle. This was perfect—awesome!

BANG!

Suddenly the Cockpit was unbelievably loud and the air filled with flying debris. The huge front-hinged canopy of the CH-601, acting like an airfoil, had popped open and wind rushed into the cockpit. Charts flew in front of the pilot's face and suddenly the little plane's aerodynamics were seriously compromised. The cockpit became maelstrom of noise and confusion.

CH-601's have had several canopy opening events, some that have led to crashes, and the bulletin boards are full of discussion about tethering the canopy or somehow modifying it to prevent catastrophic opening. The pilot knew this and had worked through what he would do should this ever happen to him. From the discussions he knew that the negative pressure over the big bubble canopy would be several hundred pounds, so even in level flight it was not possible to pull it down. It would definitely be foolish to try at low altitude. And, he knew he would lose lift and have a large airbrake slowing the plane. So his task, as with all emergencies was to fly the plane and keep his airspeed up. He also knew he had a couple thousand feet of

runway in front of him and rough rising terrain all around him.

Fly the plane, keep the airspeed up, avoid a stall.

In the next fractions seconds, blinded by maps in front of his face but sensing his airspeed rapidly decaying despite full power he pushed to keep the airspeed up and avoid a stall. He was very



low but had runway in front of him. Having lost lift and speed though, he ran out of altitude almost instantly.

The aircraft settled violently onto the airfield collapsing and shearing off the tricycle gear and eventually sliding to a stop in the grass alongside the runway.

The pilot's spine exploded with the impact and his face and neck struck cockpit structures in the violent impact. Fortunately, though, the plane did not roll and there was no fire.

That was the good news. When the dust settled, though, there was nothing but ... Quiet. No one saw the crash. No one knew he was flying there. No one had seen him leave his home airport. Stunned by what had just happened, he knew only that he was badly hurt and couldn't move. Quiet. More Quiet.

Somewhere in Colorado a computer flashed an alert. The aircraft's 406 MHz ELT activated on impact. Within a quarter of a second it sent a burst of information picked up by overhead GEOSAR and LEOSAR satellites. It repeated that burst every 50 seconds. As the satellites passed overhead they acquired a Doppler profile giving a bearing and range to the signal. And because the ELT had been registered, the Search and Air Rescue center was immediately provided with the profile the pilot had loaded into the system. So they began calling the numbers provided. Unable to contact the pilot or his wife at home or work they contacted the third emergency number, his daughter. The controllers asked if she knew if the plane was in the air somewhere in Texas. Quickly verifying the pilot was not at work, her response was "most likely".

Aircraft have been equipped with Emergency Locator Transmitters for several decades. Until recently they transmitted analog

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That Little Orange Box

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alerts 121.5 MHz and that channel was monitored by satellites and ground stations. However, over the past decade 121.5 monitoring has ceased and today's orbiting satellites only monitor the more reliable 406 MHz frequency. 406 MHz ELTs transmit digital bursts of information including which country the beacon originates from, a unique 15-digit hexadecimal beacon identification code (a "15-hex ID"), the encoded identification of the aircraft in distress, either the aircraft's registration or its ICAO 24-bit address (from its Mode-S transponder), when so equipped a GPS position, and whether or not the beacon contains a 121.5 MHz homing transmitter (Wikipedia). That "Hex Code" is unique to the specific box and owners register the unit when they purchase it, whether hand-held-held or aircraft-mounted. That registration information is available to rescuers and includes several layers of contact information.

Our old 121.5 MHz ELT's transmit an alarm/homing signal. Only.

Many in the aviation community are angry that they are "required" to upgrade their ELT's at significant cost (around \$600), so 121.5 MHz ELT's are still a mainstay in the fleet. "It still works, why change it out?" I have said that myself as I religiously change the batteries and write another year onto the sticker of my old orange ELT.

So this story can have two endings. Here is the ending with my old 121.5 MHz ELT: Night falls, it is now really quiet and really cold. Deer graze on the field in darkness oblivious to the crashed aircraft. Folks at home obviously know the pilot and aircraft have not returned. The hangar doors are open and the plane is gone. There is no cell signal in this part of Texas



so calls just go to voicemail. Even if he could reach it, the pilot's cell is of no use. It's going to be a long night or more. Maybe that passing airliner heard the ELT. Maybe if he heard it he'll mention it to Houston Center. Maybe they'll send someone to investigate. Maybe.

Here's what actually happened: The SAR controllers told his daughter where the initial "hit" seemed to be and advised that another satellite pass would be required to be sure of his location. Acting on this information and her hunch that he would have been at the airport she alerted the county sheriff providing what little information she had. The SAR controllers were simultaneously working the exact location to alert authorities. Within an hour the pilot was in a helicopter en route to a trauma center, and within days he was rehabilitating from his injuries and surgeries.

He is alive and recovering in large part due to his 406MHz ELT, a quick thinking daughter and an international 24/7 Search and Air Rescue team.

As I was gathering info for this article I climbed back into my plane and looked at the familiar ELT test buttons and

that old orange plastic case and contemplated. The places I fly over are wide open spaces way out of earshot of controllers and civilization. Spending long days and nights injured, hoping someone accidentally finds me is not so appealing. No, it is time to put aside stubbornness.

I'm going shopping for a box I hope I never have to use. I learned from that!



www.americanavionics.com/wp-content/uploads/2012/03/E04.jpg



sarasotaavionics.com/images/productimages/AMERIKING/AK451-2.jpg

Editors Note: Maarten is at home recovering from his injuries and thanks all the chapter members for their continued support and friendship.



THE BUILDER'S CORNER

HOW TO MAKE A BLAST TUBE

Mark Julicher

If you look carefully at most engine baffles you will find blast tubes. These are small aluminum ducts that attach to the aft baffle and direct cooling air onto various accessories. Generators, magnetos, and fuel pumps all benefit from extra cooling, so on your next project you might consider adding blast tubes to keep your expensive accessories happy.

At first glance (and second and third glance), blast tubes look like they are tricky to fabricate because of the 90-degree flange on one end. Here then are my personal tricks for making a blast tube.



Blast Tube Form – this is one inch I.D. Smaller or larger forms are easy to make.

I begin with a form. In this photo essay, the form is a short length of steel pipe obtained from a hardware

store. I cut the pipe off on a diagonal so that this particular blast tube protrudes from the baffle at an angle. I rounded the edges of the cut with a file so I would not be working aluminum over sharp corners.



End of Blast Tube Form is filed to reduce the sharp edge.

After I had the form all cut and smoothed, I made a roll of aluminum as a blank to form into a blast tube. I could have used seamless aluminum tube, and frankly that would look better, but for expedience I just rolled some aluminum for this demonstration. Naturally you need to plan ahead to match

the form with the correct tube size. Thick walled aluminum is best in this application. The flare is going to get thin as I form it, so I need some meat to begin with. A wall thickness of .050 works well but .040 can be formed once you get the hang of it. I like to use 3003 alloy,



Rolled tube ready to form. Seamless tubing looks better, but rolled tube works fine. This is 5052 H14 .050 thick. If you don't know what that means then maybe you are not a sheet



Aluminum in the Form

half hard; however, other alloys can be used with good results so if you have 5052 or 6061 on hand, don't be afraid to give this a try. Tempered aluminum such as 2024 can be used with careful annealing. Go ahead and try! If you ruin 50 cents worth of aluminum gaining a new skill that seems well worth the price.

I inserted the aluminum into my form leaving enough tube out of the end of form to make a good flared end. It is better

to leave a little more than you think you need rather than to make the flare too narrow.

With the aluminum in the form, I anneal the end of the aluminum protruding out of the form. I use Tempil Sticks to get the heat for annealing correct. I heat the metal using Mapp gas and rub the Tempil Stick on the heated area. When the crayon-like material melts, the aluminum is at the tempera-

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BUILDERS CORNER (CONTINUED)

(Continued from page 12)

ture marked on the Tempil Stick. In this case it is 450 degrees F.

Once the end of the aluminum is annealed, I begin to work it out into a bell mouth. I can do this with a large piece of wooden dowel, the end of a smooth tool, or just about anything that won't melt and won't tear the soft aluminum.



Here is my 450 Degree Tempil Stick. I have these in several temperatures. Buy them at your welding supply store.



Beginning Flare

This one turned out a bit lopsided, but with a little more working I can shape it even better. It is remarkable that annealed aluminum is able to flare out this far and not tear. I did it all in small increments – nothing too fast. When I am satisfied with the result, I re-

move the tube from the form and check it all over. It is still quite possible to re-insert the tube into the form, anneal it



Flare is formed.



Flared Tube out of the form.

more, and work the flare wider.

The next photo shows the flared tube out of the



I heat the end of the aluminum. I use Mapp Gas, but use caution because Mapp Gas is quite capable of melting aluminum.



Here the black smudges are melted Tempil Stick and the gray scribble is unmelted Tempil Stick. Play with it awhile and you get the hang of it.

In the next photo I have started opening the flare using hand pressure and light taps with a dead blow hammer.

I kept on working the flare open with the ball peen on my dead blow hammer and also with a steel dowel and other blunt objects I have on hand. I re-anneal at least once during the process because the aluminum is strain hardening as I work it. Softened aluminum is less likely to tear.

In the photo above, I have produces a full ninety degree flare.

form. It needs to be trimmed, but it is looking pretty good at this point.

After trimming, the tube can be screwed or riveted onto the engine baffle and there I have it – a blast tube.



Completed blast tube.

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



JANUARY MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Chapter 35 member Ira Wagner for correctly identifying our January mystery plane as the Armstrong Whitworth Argosy. If that name sounds familiar, our December mystery plane was also an Armstrong Whitworth Argosy but obviously a much newer airplane with the same name. This airplane was a three-engine airliner that first flew in March of 1926. They were primarily used by Imperial Airlines to carry passengers around Europe from 1926 to 1935.



The Argosy had a crew of 2 that sat in an open cockpit and carried up to 20 passengers in its cabin. Only seven were built, three Mk I's and four Mk II's. The Mk I version of the Argosy was powered by three 385 hp Armstrong Siddeley IIIA radial engines while the Mk II version that was intro-



duced in 1929 used the 14 cylinder, 420 hp Armstrong Siddeley IVA



engine. It had a range of 405 miles and a cruise speed of 78 knots. The Argosy was

quite a large airplane in its day with a wingspan of 90 ft., length of 64 ft., an empty weight of 12,090 lbs, and a maxi-

mum takeoff weight was 19,200 lbs.

There is an interesting side note to the history of the Armstrong Whitworth Argosy. While the airplane had a good safety record during its years of service with Imperial Airlines, on March 28, 1933, tail number G-AACI named the "City of Liverpool" caught fire over Belgium and crashed killing all 15 on board. This crash was suspected to be the result of sabotage and may be the first time such an act was carried out against an airliner.

The following link will take you to a short video of the Argosy in flight and provide additional information about it: http://www.youtube.com/watch?v=Jku2AE91LHU&feature=rec-exp_fresh+div-1r-3-HM



NAME THE PLANE

Doug Apsey

Chapter 35 member Ed Seurer keeps coming up with some challenging mystery planes for us to figure out and our February airplane is another example of that. It may look very familiar to some of you but *look closely* before you guess!



- 1 So, who will be the first to tell me:
- 2 What company built it?
- 3 What was its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
- 4 What purpose did it serve?
1. Within 5 years, what year did it first fly?



Country Store

Brian and June Goode

We have 5 short sleeve Chapter 35 logo fishing shirts left in inventory. They will be on display at future meetings and events.

Here is a list of our current in-stock inventory shirts along with their colors.

MEN'S : LARGE KHAKI, LARGE ROYAL BLUE, EXTRA LARGE ROYAL BLUE

LADY'S: LARGE SKY BLUE, LARGE YELLOW

These shirts are a cotton/poly blend with lots of pockets in which to keep your phone, pens, pencils and glasses handy during your flying experiences. They are available in many colors and all of the standard men's and ladies' sizes, both short and long sleeves. The prices are \$39.00 for the short sleeved ones and \$43.00 for long sleeves. If you would like to order shirts outside of the regular meetings, please contact June or Brian Goode

at 210-688-0420 or stop by our hangar, #53 on 8T8.

We are now able to provide you with some of the WASH WAX ALL aircraft care products. The benefit to the members is that the product will help keep your aircraft, boat or motorhome clean and shiny. The benefit to the Chapter is a little commission on each sale, while holding the price to the same level as all of the other outlets who sell the products. In addition, you don't have to drive to town to shop. We will have a supply of the cleaner and the degreaser on hand at all times. See the Catalogue for details.

In addition, we have an opportunity to offer "Airplane Aprons" which are made by a little old gal on her little old sewing machine one apron at a time, for \$19.95 each. If there is enough interest, we will order some for the store.

EAA CHAPTER 35 CATALOGUE

Fishing Shirts with Chapter 35 logo	Short Sleeve	\$39.00
	Long Sleeve	43.00
Chapter 35 Baseball caps		10.00
Mesh Chapter 35 Caps		5.00
Chapter 35 sew on patches		3.00
Bumper Stickers		2.00
Aluminum Wheel Chocks – Set of four		42.00
Wash Wax All cleaner/wax:	16 oz.	9.95
	Gal.	27.95
Wash Wax All Degreaser:	16 oz.	9.95
	Gal.	27.95
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2014 EAA Chapter 35 Leadership



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Flight Advisors




RB 'Doc' Hecker 210-391-1072 tcflvingdoc@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 tcflvingdoc@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

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CHAPTER CALENDAR

FEBRUARY	8	LUNCH MEETING Program: <i>Terry and Cathleen Hart Being There—Russian Soyuz Launch</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
MARCH	8	LUNCH MEETING Program: <i>TBD</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
APRIL 	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
MAY	10	SPRING CLEANING! Yard/Chapter Building Work Party <i>Bring gloves and tools!</i>	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE 	14	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
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>TBD</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: <i>TBD</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: <i>TBD</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  <i>EAA 35 Holiday Luncheon</i>	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>

8 Feb 2014

Pancake Breakfast Fly-In (Young Eagle Rally)

New Braunfels - New Braunfels, TX

26 April 2014 AOPA Grassroots Celebration of Aviation

San Marcos Municipal Airport (HYI)

26-27 April 2014

American Heroes Air Show - TX

Camp Mabry Texas Military Forces - Austin, TX


<http://www.dauntless-soft.com/products/freebies/humor/realmechanic.jpg>

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

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WANTED AND FOR SALE

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

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com *(expires Mar 2014)*



Airpark Property For Sale: One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com *(expires Mar 2014)*

For Sale small aircraft / LSA trailer. Constructed for my Star-Lite, has a cradle for the mains, ramps, and a box for the wings. Used many times from garage to airport, and also for the 4600 mile trip to Texas. About \$450 in materials. Yours for \$150. 1 7/8 inch ball. In my hangar at 8T8. *(expires Mar 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. Flies regularly. New cloth interior ~2000, a very comfortable family traveling plane. Straight, true flier. Originally a 201 L/M but has been upgraded to full 201 level and beyond. PM800 4-place stereo intercom, CD/MP3 CD Player. King KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155 radios, IFR approach certified KLN-



89B w/ update jack in console. Four cyl engine monitor, engine preheater. Including Garmin 396 and yoke mount. Maintained by Mooney specialist and hangared at 5C1. \$99,000 Chris Watson email chrisf16@mac.com or 210-497-5863. *(expires APR 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 APR 2014)*



For Sale AIRPARK HOME-8T8-SAT • \$349,500 • 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 APR 2014)*



To post an ad—contact the editor at ea35news@gmail.com

- **You must be an EAA Chapter 35 member.**
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 Senior Aviation Medical Examiner

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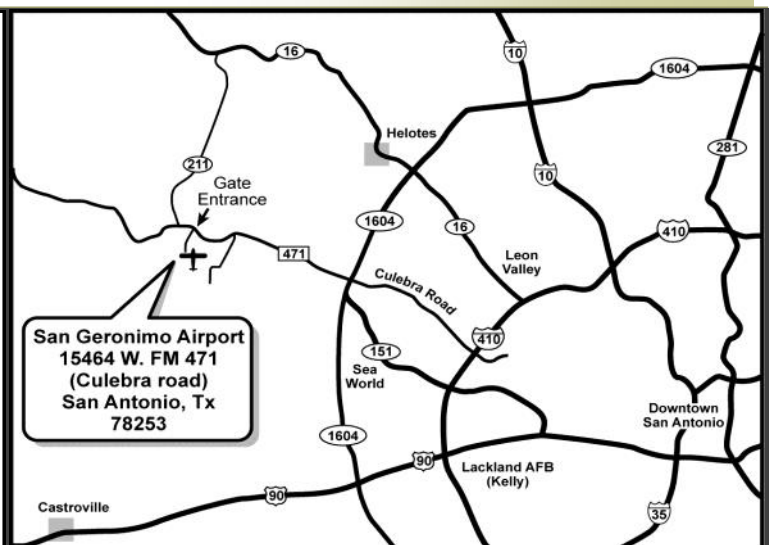
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

8 Feb 2014

**EAA Chapter 35 Clubhouse
Lunch 11:30 am
Meeting/Program 12:30 pm**



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

PRESIDENTS COCKPIT



[For English Click Here](#)

Bra Medlemmar i EAA kapitel 35 , Vi är nu på väg i år 2014. Det kan bli ett intressant år för piloter av privat eller experimentella flygplan . Ett förslag har lagts fram som inte bara piloter med Sport Pilot License kan fungera utan

FAA läkarintyg , men även piloter som flyger flygplan med 6 personer ombord i en eller två motorer flygplan som väger upp till 6000 kg. skulle få flyga med endast en stat körkort att fastställa medicinsk lämplighet . Detta kommer dock att innebära att före varje flygning piloten måste avgöra om han / hon är frisk nog för att styra flygplanet på ett säkert sätt . Dessutom kommer piloten att ansvara för att se till att hans / hennes hälsa på något sätt äventyrar säkerheten för flygningen . Men tänk om din senaste FAA läkarintyg eller ansökan avslogs , återkallas , dras tillbaka eller upphävas av FAA du får inte styra med ditt körkort tills förnekande från flygare rekord rensas genom att få ett giltigt tredje klassens läkarintyg utfärdat .

Nya regler kan också komma för obemannade luftfartyg som kan påverka oss som piloter . Och förhoppningsvis nya regler kommer att skapas för att undvika att oskyldiga piloter trakasseras av FAA inspektörer för några skäl . Hur som helst , snälla , vara positiv och kom ihåg att hela din framtid ligger framför er . Inte ens tänka på att du är ett år äldre för varje år - som vana började redan när du föddes och har inte ändrats sedan dess.

Den första månadsmöte , den progressiva Lunch och öppet hus blev en stor succé . Vår VP , Steve Jones , gjorde ett utmärkt arbete med att planera och leda verksamheten . Vi hade en fantastiskt långvarig lunch både i vårt klubbhus och hangarer och såg en hel del aktiviteter som pågår inom kapitel med redan flygande flygplan och flygplan under konstruktion . Annars , de flesta av oss skulle nog inte ha varit medveten om dessa verksamheter och flygplan . Det är ett mycket bra tillfälle att se andra medlems flygplansbyggnadspågående med både misstag (dock endast andra gör sådana i vårt kapitel) och framgångar . Denna progressiva lunch och öppet hus kommer att bli en bra tradition för kommande år framöver . Craig Geron , ordförande i flygplanet

Builder aktiviteter på EAA35 , arbetar för närvarande med en summa upp de färskaste statusen för olika flygplan under uppbyggnad i vårt kapitel . Snälla , hjälp honom med att ge sådan information till honom .

I början av ett år , var en hel del administrativa aktiviteter som pågår . 2014 EAA35 Ledarskap med nya ledamöter i styrelsen och ordförande för all vår verksamhet , tekniska rådgivare och flyg Advisors måste identifieras. Vi har lämnat in en rapport till utrikesministern (Texas) om tillstånd att fortsätta att vara en icke - vinstdrivande organisation . Kapitel har att göra det vart fjärde år och sedan betalar även avgift i den enorma mängd \$ 5. Den 1 \$ 50 cent per år är inte en alltför dålig ekonomisk börda för kapitel . Det kommer förmodligen att betala för en administratör att arbeta för ett par minuter med denna tillåtelse för oss . Men den rapporten med en check till statssekreteraren skickas med mottagningsbevis och sändkostnadsom översteg avgiften . Förutom det , var vi tvungna att skicka in 8 olika former av rapporter och information till EAA högkvarter , inklusive registreringsavgift för 2014 och klubbhuset och Hangar försäkringsavtal . Så , vi ska nu , förhoppningsvis , vara lagligt och redo för ännu ett år fullt av aktiviteter .

Efter den första EAA35 mötet i år hade jag att lämna för en flight till Sebring , FL med en Light Sport Aircraft , en Bristol , stationerad på Boerne Stage Airfield av företaget Bristol USA . Jag blev erbjuden att flyga demoflygplan med ägaren (Barry Pruitt) , som också är en LSA flyginstruktör och en före detta US Army helikopterpilot . Detta kom praktiskt , eftersom jag för närvarande försöker att godkännas för att flyga den här maskinen . Det var en fin cross country flygning till Sebring amerikanska Sport Aviation 2014 Expo , där han visade flygplanet . Det tog ungefär 11 timmar , inklusive en väderrelaterad avledning . Jag hoppas att jag kommer att kunna skriva en liten berättelse i Nyhetsbrev om intressanta flygplan eller identifierade flygande föremål som visas på den Sport Aviation Expo .

Nästa EAA35 möte blir på lördag 8 februari klockan 12 och inte på kvällen som tidigare meddelats . Mycket välkommen där! Och snälla , försök att bjuda in en ny person , som kan vara intresserade av att gå med i EAA35 .

Hälsningar för en fortsatt glad flygande 2014

Ulf Balldin