



AIRVENTURE 2016

September 2016

Volume 58 Issue 9

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Next Event

September 10

Meeting and Lunch

1130

Program 1230

Chapter 35 Clubhouse

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Publisher: Nelson Amen
Chuck Fisher: Editor
eaa35news@gmail.com

Chuck Fisher

The biggest airplane and airplane nut gathering in the world is EAA's AirVenture in Oshkosh. Peggy and I went again this year in the most excellent company of Casey and Nancy Fox. This year, as with last time, did not disappoint even though there were showers and clouds off and on for much of the time this year.

Here are a few things that stood out for me:

- The absolute stillness of a dew covered sunrise, broken by the first pop of a Merlin engine preparing for the first morning flight
- The salute to veterans air parade – there must have been a hundred warbirds in the air at once
- The sound of 10,000 radial horsepower on the world's largest flying, flying boat
- Airshows at night followed by a fireworks display to make most 4th of July celebrations seem anemic
- A bazillion Vans aircraft and a bazillion more beyond them.
- Hundreds of one-of-a-kind planes, many historical and some not, all gathered in one place



were there!

By the numbers, despite a rainy start there were over 14000 aircraft movements, 50,000 folks camping on location, and half million people in attendance.

I asked a few folk who went up to provide their comments and a photo or two. This is a glimpse of AirVenture 2016 for those who did not get to go this year as you look forward to 2017.

Whether you fly yourself, let someone else fly or drive – it is a trip worth making. We'll see you up there next year!



Next Event:
Richard Elder, Fire Resistant Materials



PRESIDENTS COCKPIT

**Steve Jones**

If you've never been to Oshkosh for AirVenture, your first visit truly will be an adventure. So it was for Freda and I, as we traveled with Vice President Darren Medlin and his wife Susan. It was a rare opportunity to reunite with friends and catch up on events of our lives, as Bonnie and Bernie Groceman, now airport owners in South Carolina, caught up with their Chapter 35 brothers and sisters.

Earlier that day, Freda and I sat under the wing of a B-25 Mitchell over in the Warbirds section, and listened as Dick Cole, the last surviving member of Doolittle's Tokyo Raiders described the events of the mission, as though it were yesterday.

As AirVenture progressed, we made our way to the EAA museum, collocated with the headquarters building. We turned the corner to view the Rutan wall, a tribute to Bert Rutan and his contributions to experimental aviation, and came face to face with his brother Dick. For the next hour and change, we listened in rapt attention as Dick described the incredible journey from an idea on the back of a napkin, to the non-stop flight around the world in Voyager, a mission that succeeded against all odds.

As expected, the air was electric with talk of aeromedical reform. The sense of the people I spoke to, by and large was that this was sorely

needed. It's a cautionary tale, as briefed to us by Chuck Fisher just last month.

All too soon, it was time to leave AirVenture, and our first pilgrimage to the largest

gathering of aviation enthusiasts on the planet. We spent our last morning at the Leader's Breakfast, where Jack Pelton, Brett Hahn, and a host of other staff members and supporters described the events of the year and the journey ahead. We will be back. We have to. We saw only about a third of what AirVenture has to offer during this mission.

Back home, Chapter 35 was honored to be the venue for a unique presentation, as Mike Jordan of the San Antonio Flight Standards District Office presented the Master Pilot award to our esteemed friend and pilot of the 'Yellow Cub, Russ Luigs. If you haven't had the pleas-

ure of visiting Russ at his heaven-on-Earth private airport, the Flying L, you're missing out. Mike mused that EAA Chapter 35 seems to be home to more than the usual number of Master Pilots. We're blessed to count our storied and experienced pilots among us.

With the guidance of Jake White and the incredible support of Chuck and Peggy Fisher, the Facility team delivered a sumptuous brisket meal! Even better, they did it well within their budget. For first timer, Freda Jones, the experience was harrowing but fun with hours spent smoking the brisket, all while preparing meal sides and condiments and setting up the meal service. We're both impressed with how well the brisket turned out, and I think we've learned enough to make it even better next time. Oh, yes. There WILL be a next time. Thank you again to everyone who stepped up to support Freda in the kitchen.

Coming up, Doug Apsey and Darren Medlin are putting the final touches on a fly-out/drive-out meeting to visit the New Mooney Aircraft factory at Kerrville. Closer to home, B.J. O'Dea and Freda Jones are planning a bona fide comfort food spaghetti meal for September. I understand B.J. is closely guarding the sauce recipe, and Freda is practicing her spaghetti cooking skills so it has the proper 'al dente' bite. This won't be just any spaghetti!

As always, please, fly safe and have fun doing it.



NEW MEMBERS

Please Welcome our newest members:

Les and Stacy Bourne

Les and Stacy live in Universal City. Les is a retired Air Force Pilot who also flew for United Airlines and flew Charter as well. Les has built an RV-8, RV-7 and is almost done building an other RV-8. Les was a member of Chapter 35 many years ago so we welcome him back. You may contact Les at UALPilot3@aol.com

Andrea McSilvray

Andrea lives in Bandera is a self employed Real Estate Broker and flies a J3 "Kitten"! (looks like a miniature J3 cub). You may contact Andrea at cowgirlcapital@att.net

CHAPTER BULLETIN BOARD



MENU for SEPTEMBER
 EAA Chapter 35 Lunch Menu, September 10th, 2016
 Main course: Spaghetti with home-made sauce and meatballs
 Sides: Garlic bread, Garden Salad
 Dessert: Please bring your favorite desserts to share.
 I wish to thank Peggy and Chuck Fisher for smoking two of the briskets for our August meal. I'd also like to thank Ruth Ann Geron and so many others who helped out in the kitchen. What an awesome team!

OLD SCHOOL FLY-IN & AIRSHOW No. 10
 Sept 30-Oct 2, 2016
 RANGER ANTIQUE AIRFIELD, TX
www.rangerairfield.org

Ranger Airfield
 SINCE 1977

Featured Aircraft: CASINO 195 BUSINESSLINER

GPS: F23 Elev: 1470 ft. Rwy 1/19 3400 x 75 ft. CTAF: 122.9 Tel: 254.433.1267
 Transportation to hotels Camping Showers Short Airshow Friday/Saturday Fire Pit

Hangar Space Available

Building a Project? Assembling a kit?

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

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but you provide the wisdom, photos, humor and announcements with our membership. I'm not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

UNDER THE WING—SORT OF

DESPITE THE STORMS

Chris Watson

I flew the RV-4 to Oshkosh this year and camped in Homebuilt Camping. Since my RV-4 is VFR (and dry) only, I postponed my arrival until



Arriving Rwy 27 during the swarm.

This picture is thanks to David Flournoy (from Van's Air Force Forum)



Home for 4 days.

Sunday afternoon July 24th along with 2,000 other arriving airplanes. Saturday afternoon and Sunday morning saw heavy thunderstorms at Oshkosh and the weather was forecast to improve Sunday afternoon.

I launched from Boerne Stage Sunday morning, stopped for lunch and gas in Lees Summit, MO then launched for Ripon. When I arrived at Ripon the controllers announced the airport was closed and we all entered holding at Green Lake. After about 45 minutes of holding I was finally brought in on runway 27. Several regulars have said the Sunday evening arrival was the most dense and chaotic in over 25 years. Homebuilt camping was improved since I was there in

'13 with nice, new air-conditioned shower and bathroom trailers. The weather was great Sunday through Wednesday morning but a storm was headed in on Wednesday so I launched out right in front of the rain at about 12:30 and two-hopped home.

Chris Watson
chrisfi6@mac.com



Tent packed up in back and returning to Boerne



JIM FEIGHNY

I flew my (Joe Romatowski) RV-9 to OSH for my maiden trip in this airplane with the new panel. The plane performed with book numbers as it always has, the panel continues to provide a learning curve challenge with each expansion of my



operating envelope. I stayed from Saturday (missing the Sunday fandango and all the fun that two runway accidents can provide during the peak arrival time) until the following Sunday. My trip home was a two day affair due to heavy wx in the DC area Sunday afternoon. Had a nice stay at Clarksburg WV with other home-ward bound OSH attendees.

At OSH I made the rounds of vendors with whom I had done some business, just to refresh the face with the email address and to follow up on some remaining tasks. My major thrust of this visit was to attend the engine management sessions by Matt Busch and some IFR training by Gary Reeves. Filled my dance card with several of their presentations and made good use of my school time at OSH. I also touched base with my Stinson comrades from the days when I had 6731M and had a cool one with the group.



I was pleased to see the Chapter 35 folks at the Brown Arch, always fun to see a plan come together and to refresh Chapter 35 membership.

I was solo on this trip, my grandson was working and getting ready to go to Aviation Tech School in Palm Harbor, I did send him some updates while I was there.

I took my folding bike, Montague Paratrooper, with me and was able to get it in the RV by taking off both wheels and the stem, then doing the fold. I have a set of wheel bags and a frame bag to keep it all bundled up and, with some experience, it only takes a little time to get it set up/broken down. Nice ride to and from the dorm and around to field, just locked to a convenient fence next to the gate I wanted to enter.

I've flown into OSH 7 times and this was the only time I heard pilots asking for an IFR clearance without knowing they had to reserve a slot time, and during the Sunday holding period, it was evident more than a few folks were not prepared, mentally or planning wise for a hold. More than just one or two calls about fuel and needing priority....they were all reminded of the NOTAM, denied clearance, and diverted to closer fields.



AN OSHKOSH EDUCATION

Darren Medlin

This was my probably my 5th Oshkosh and I am beginning to get a feel for the layout and all there is to see. One of the great developments in the last few years is a free down-

loadable EAA AirVenture app for smart phones and tablets. Besides a moving map, which is great for navigating to what you want to see in time to actually see it, the app lists forums and workshops by day, time and location. I took better advantage of that function this year by ticking off classes I wanted to attend each day and trying to see

three or four of them. Often there were multiple topics being presented, all of interest, occurring at the same time. When this happened I either looked for future lectures or classes on the same topic and pushed that forum to another day or, moving map to the rescue, went to the briefing that was closest to where I was at the time.

Using this strategy here is a sample of things I learned more about: calculating my aircrafts' weight and balance, camping with my airplane, how to

make better use of my Fore-Flight subscription, how to use the incredibly powerful free 3-D Computer Aided Design software (SolidEdge) we have access to as EAA members, a 1/3 scale B-17 project, certifying my home-built, and much more. It was like have a week's access to a



one-of-a-kind aviation college and going to any class I wanted (without home work or tests)

With Steve Jones' help Susan and I were able to attend a homebuilder's BBQ on the opposite side of the field from the displays and aircraft parking. The BBQ bash coincided with

the Wednesday Pearl Harbor commemoration and night air show. Since we were on the other side of the airport the planes twisted and turned right over our heads – that was incredible. That Wednesday night air show and on another day having water blow onto us when the Mars Martin sea plane fire bomber doused the runway with its 7,000 gallons of water were two unforgettable parts of this year's visit.

On the final Saturday I was privileged to attend the Chapter Leader's breakfast where EAA recognized individual and chapter annual award winners. It was inspiring to see the great work from folks from all over.

My Oshkosh kitchen pass is renewed every two years so I'm really looking forward to 2018. Hope to see you there!



ON THE NORTH 40

Johnny Becker

My Cardinal and I have not made OSH since 2010 when I brought my Dad with me. This year I went to learn more about ADSB; specifically what I needed to do. The environment of camping in the North 40 is one of my favorite vacation environments. The new



restrooms in the north 40 are great. There have been nice improvements to the flow and plan of the OSH environment. The atmosphere of learning technical and practical skills and everything about a common bond of aviation is so positive it is a fantastic place to be. I spent the week this time and learned new important considerations and more practical tidbits. With all the walking, you would think one would lose weight; but with the food improvements and good local beer that did not happen.



FROM A VETERAN'S EYES

Robert H. Drumm

Lt. Col. USAF (Ret.)

I had a great time! I did a video interview to add another voice from the past to one of the EAA museum exhibits. Heck, I'm only 91 and only stopped flying 5 years ago when the government took my physical. I still have my C-150 in a hanger at the Devine Texas Airport.

Most of the pictures are of the Aircraft I flew in the, Army of the US , The Army Air Corp, The Army Air Force and the USAF. I was a 19 year old Second Lieutenant Pilot. I took advantage of the education programs offered by the military and earned 4 college degrees. The first 2/3 of my career was in flying. The last 1/3 was in research and Development and Education. Chuck, I'm no hero. Just a grunt pilot that went where he was told to go and did what he was told to do, with the best of my ability.

Attached are photos from our trip. My son is the guy pushing me. The OV-10 is one he flew in the Army before he retired as a LTC. The pictures of me and various aircraft are those I flew during my 29 years in the USAF. The others I flew were not there.

(Editors Note: This was derived of an e-mail conversation and there are a dozen more planes he flew! EAA and AirVenture take pride in honoring our veterans in a big way...as we should)



WHEN YOU NEED A FRIEND—GLIDER TOW

Pat Lyons

Chapter 35 was credited for all the world to hear ... As the show must go on.

On the morning of July 23, 2016 Air Venture needed some help. And moments later my phone rang and a voice on the other end explained: The volunteer committed to tow the airshow glider had just became a "No Show " and the asked if my friend Dan Nelson would volunteer his tow plane for AIR VENTURE 2016? Absolutely, said Dan a glider pilot from my former home town in Illinois.

Now all they needed was a pilot. Me.



I hung up the phone having committed flying the 180 H.P Cessna 172 equipped with a tow and go slow STOL KIT, to OSHKOSH, ASAP

Arriving at AirVenture with SHOW credentials was a "first " for me ..and an awesome experience. No Ripon Arrival procedure...no down wind rock your wings over the gravel pit... Just a discrete frequency, call sign and a black marker poster with a destination number on the North Ramp..."put the poster in the windshield " on roll out.

Y'all didn't know it, but Chapter 35 from San Antonio saved the day, and could take some credit for its contribution to the air show each day the glider flew.

1343 MILES TO AIRVENTURE BY CYCLE

Allen Inks

This year I did something different when I went Oshkosh My wife wasn't going with me this year and so I decided to make an adventure of the whole the camper, and my Pipistrel Virus Short Wing motorglider kit is not yet finished, so I couldn't fly up. So I decided to make an adventure of the whole trip and so I drove my new motorcycle (Suzuki DL650 V-Strom Adventure) up. Suffice to say, the 100+ degree temperatures when I started made this a little less comfortable than I would have liked, particularly when it came to my plan of camping in the National Forests and National Grasslands on the trip.

For example: The first night, camping in the LBJ National Grasslands Northwest of Ft Worth: 102 degrees at sundown, no breeze, and gnats the first night. - yep, back to nature is such fun!

Then another camper drove up, got out of his car, introduced himself. Things got quickly aviation oriented when he asked me if I knew what the airplane up in sky was doing, pointing up to what appeared to be a Piper Warrior flying overhead. I replied it looked like a pilot having a good time enjoying a nice evening. Nope, he replied, with an air of certainty. He explained that the airplane was seeding the clouds with Boron in order to kill off those people who were not on the government approve list for the antidote! He then went on to fill in many gaps in my education before I could stop him... scout the government programs to irradiate our brains with radio waves from airplanes back in the fifties and sixties, but that this operation had been outsourced to Private Industry in the many commercial satellites that are now orbiting the Earth. That is why I ought to have had a metalized cap, like a metal construction safety helmet, or even a piece of aluminum foil since I was sleeping in a tent rather than the safety of a car with a metal roof. Well, I can tell you, after that conversation, I slept very poorly that night. But maybe it had something to do with the heat. Yeah, that's it, the heat.

Surprisingly, I awoke alive early the next morning, and skedaddled into town for breakfast and Wi-Fi... Only to find my new cell phone had died (guess the satellites missed me and hit my phone??). No problems. I was born in the fifties, I know how to survive without a cell phone right? It was only for a little over two weeks. Well, there was that pesky promise to my wife to check in frequently. ... Fortunately, I also had my old cell phone with me which I was going to use as a Android tablet. So I use that to use texting email and a voice over internet program called WhatsApp to contact my wife when I found a free Wi-Fi hotspot. Fortunately, McDonalds are ubiquitous and have said hotspots. I stopped at a lot of McDonalds restaurants on my trip.

I stayed at one other campground ...Lake Paho Conservation Area in northern Missouri. Quite the contrast. The temperature was down at least 15 degrees, there was a nice breeze and no bugs flying around. And no other campers in a clean, and obviously well cared-for

campground. The only sounds were the cicadas "singing" and the mutterings of a flock of ducks that flew in at sunset. Really a nice place.

So, I didn't have my camper so where did I stay in Oshkosh? I stayed with a group of Pipistrel dealers in the house they sent every year. And what did I do at AirVenture this year? Much of the time, I helped man the Pipistrel booth. They were in a new location this year, first aircraft display on the right as people came in the main gate, directly across from Textron (Cessna/Beechcraft/Hawker) and the first place one could



buy an experimental aircraft at the Experimental Aircraft Association's annual convention. The increase in traffic was noticeable over their previous locations. They gave admission, a shirt, a hat, and a tablet, and I made it my business to get contact information from the people who stopped and looked, answers any questions I could, introduce them to the dealer in their area of the country, and generally lend a hand. It was interesting being on the other side of those types of transactions. Hopefully, I helped sell some aircraft, because I think Pipistrel makes a good product. It has certainly won a lot of awards from NASA. We'll see as follow-

up contacts are made.

One thing about living off-site is that I went out to eat with the dealers, and didn't participate in many of the evening activities that I normally do when I stay at Camp Schiller (evening concerts, Movies at the Fly-in Theater). But I hooked up with one of the Pipistrel guys, Brad "Launchpad" Marzari, and went to some things I'd not done before. Brad is a fan of aviation podcasts, and has gotten to know many of the people involved with various podcasts. As a direct result of Brad's efforts, Pipistrel USA has become the sponsor of Podapalooza ... an after-hours party for podcast 'on-air' talent, production staff, and fans. So, that was cool. Then, another night, we went to a party hosted by one of the podcasts, "Uncontrolled Airspace, for their fans. That was cool, too. I had not heard their podcast before, but Brad introduced me too it as we were driving to dinner one night. Now I'm a fan. Here's a link to one episode broadcast during Sun N Fun 2015 which might help explain why podcasters like Brad, and touching on such things as German Chocolate, Pipistrel aircraft and the B29 Fifi: <http://uncontrolledairspace.com/shownotes/UCAP380A>

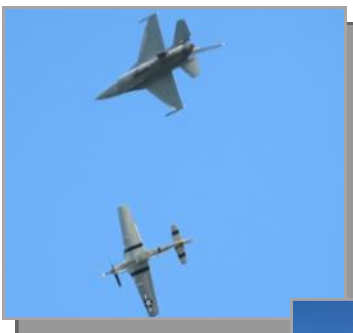
The rest of the show, I did some of the usual things...watching the airshows (the Canadian Snowbirds were awesome), and shopped for stuff for my aircraft. I picked up a few free hats, etc. I had a slightly twisted ankle, before the trip, so I didn't do that much walking around. But still.... It was AirVenture, and thus by definition, it was cool (even though it was somewhat warm) and I had a good time.

Attached picture is me on third day of trip/with safety gear. Be Seen and Avoided is my motto.



THROUGH MY SON'S EYES

Stan Timmerman and my son Nathan Timmerman



This is our 4th trip to Oshkosh. In years past, the evening hours were spent watching ultralights and powered parachutes from camp Scholler. This year we watched a F16 and a P51 chasing each other across the sky on most nights.

This is one of the last F4 Phantoms. They have been out of service for many years. They are used as live fire drones. A company pays for the right to test their weapon's system by shooting them down.



I always go with my son. He has his own interests. This is his photo of a Rotec radial engine mounted to a motorcycle. That is typical of Oshkosh, you never know what you will see around the next corner. I do not know how well it rides but it sounds better than the Harley motorcycle engine.

I am working on a Bearhawk Patrol. My son and I bent the C-channels for my spar on the brake in the tool room at Chapter 35. The one thing that went wrong while working in the tool hangar was my son caught sight of an ultralight that was in there. Ever since he has been enamored with ultralights.



In fact, the more something is different from a safe airplane with a chrome moly fuselage, the more he thinks it is a great idea!



VOLUNTEER

Chuck and Peggy Fisher

Here is something amazing about AirVenture. It is, in large part, conducted by volunteers. Hundreds at least, from all around the world. And, being PART of AirVenture adds a new dimension to being there.

This year we volunteered in the KidVenture area. EAA sets up a really cool series of workshops and experiences for kids inside the antique hangars near the museum. Kids do hands-on experiences in flight, weather, engines, propellers, air traffic control, communication and more. There are simulators and even places for them to fly remote control planes and talk on Amateur radios to folks around the world.



Students get their books endorsed at each station, and when they get done, they get to fly high fidelity simulators with instructor pilots.

We helped out a few hours a

day, and had a steady flow of students from elementary school up to high school age. We had several students who were disabled, and it was gratifying to help them see that they could participate, and with the help of Able Flight and others may one day even be pilots.

The enthusiasm of these kids made us confident that their week at Oshkosh was a life memory for many. We sure had fun...because they did!



FROM HEADQUARTERS AND OTHER NEWS

LET US KNOW ABOUT YOUR ACHIEVEMENTS!

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

WEBINARS

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

9/6/16 7 p.m. CDT Avoiding the Base to Final Turn Accident

Qualifies for FAA Wings credit. Gordon Penner

Gordon Penner, Master CFI-Aerobatics and FAA Gold Seal Instructor, will present simple and clear explanations of the elements leading up to a base to final stall/spin accident. He will highlight how to recognize and stop these elements, and discuss the true nature of stalls and spins that most pilots have not been taught.

9/7/16 8 p.m. CDT A Mechanic's Signature

Qualifies for FAA Wings and AMT credit. Mike Busch

What exactly does a mechanic's signature on a maintenance logbook entry mean? The answer might just surprise you. In fact, lots of mechanics get this wrong. If you're an aircraft owner, it's crucial to know this stuff, especially when a mechanic working on your airplane tells you "I can't sign it off unless..."

9/13/16 7 p.m. CDT Chapter Chat: Chapter Charitable Status-Filing the 1023EZ

Patti Arthur



Tax Attorney, Patti Arthur has many years of experience helping EAA chapters. In this webinar, Patti will discuss the new, simplified IRS 1023EZ application. By becoming an IRS recognized charity under IRC section 501(c)(3), donations to the chapter are deductible by the donor.

9/14/16 7 p.m. CDT Droning On: Safe and Successful Operation of Unmanned Aerial Systems

Qualifies for FAA Wings credit. Prof. H. Paul Shuch

In view of the recent release by the FAA of FAR Part 107, containing new rules for drones sharing our airspace, professor H. Paul Shuch, an FAA Safety Team lead representative, will discuss these new rules for unmanned aerial systems.

9/21/16 7 p.m. CDT

Qualifies for FAA Wings credit

Weather for Dummies

Radek Wyrzykowski

Uneven heating of the earth - what does it mean? As the weather and climate changes it is a great time to focus on how it affects your flying. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex weather concepts into simple terms you can understand. What you learn in this presentation you will put to practical use during your everyday flying activities.

SPORT AIR WORKSHOPS

December 10-11, 2016: Houston, TX

FAA FINALIZES ECI AD DESPITE INDUSTRYWIDE OPPOSITION

August 12, 2016 By AOPA ePublishing staff

The FAA published a final rule in the Federal Register Aug. 11 that requires the removal of certain Engine Components International Division (ECi) cylinders produced by Danbury Aerospace on Continental engine models -520 and -550 reciprocating engines and on engine models approved for the use of those cylinder assemblies by supplemental type certificate, like the model -470. The airworthiness directive, which also includes overhauled cylinder assemblies, affects about 6,200 engines and will cost about \$11,520 per engine to comply. It will go into effect Sept. 15.

The cylinders affected were produced between September 2002 and June 2009 before Continental Motors Group purchased the company in 2015.

The AD requires that affected cylinder assemblies with 680 or fewer operating hours time-in-service (TIS) since new on Sept. 15 be removed from service "before reaching 1,000 operating hours TIS since new." Affected assemblies with 680 operating hours TIS since new and 1,000 or fewer operating hours TIS since new would need to be removed from service "within the next 320 operating hours TIS or within 1,160 operating hours TIS since new, whichever occurs first." Those with more than 1,000 operating hours TIS since new must be removed from service "within the next 160 operating hours or at next engine overhaul, whichever occurs first." Affected cylinder assemblies that have been overhauled must be removed from service within the next 80 operating hours TIS after Sept. 15. [Click here for complete article.](#)



CONTINENTAL MOTORS TO CLOSE SAN ANTONIO FACILITY

Summarized From AviationPros.com Aug 17, 2016

Continental Motors Group, Ltd. (CMG announced today that it will consolidate all manufacturing operations into its advanced manufacturing centers located Alabama and Germany. The manufacture of CMG's line of OEM quality FAA approved parts for Lycoming engines, as well as the full line of Titan Experimental and Certified engines that are currently produced in CMG's San Antonio, Texas facility will be transferred as a result of this consolidation.

... As each current manufacturing site uses similar processes to make similar parts and assemblies, the relocation of the products currently produced at CMG-San Antonio will allow better utilization of the technical capabilities, lean principles and capacity invested in the Alabama and German facilities since 2011. ... After significant review, we felt that we needed to simplify the business, not in products or services, but in the complexity of our operations.

This move is being announced today, but will take time to complete. The company expects to work closely with its dedicated employees and its Master Distributor, Aviall, to complete this move without interrupting the availability of the high quality, factory produced parts and engines within the Titan Product Family. As far as the GA market and our customers are concerned, it will be business as usual because we have plans and product in place to assure a smooth transition along with continuous service and support.



RUSS LUIGS CHAPTER 35 MASTER PILOT NUMBER NINE



EAA Chapter 35 Congratulates their 9th Wright Brother's Master Pilot, Mr. C. Russ Luigs. Chapter members know Russ for his wonderful Flying L ranch airfield and his hospitality hosting many chapter members on his ranch.

Russ is an avid pilot and classic aircraft enthusiast. He can usually be found these days in an immaculate Cub Crafters SportCub.

He tells his story thus: "My first flight occurred in 1933, in my mother's arms. We flew ... from Evansville, Indiana to St. Louis...I was told the trip involved three legs, one in a Stinson, one in a Curtiss Condor and one in a DC-2". Russ went on to start flying with friends in a Stinson and a PT-22 in high school. He soloed in 1956 in a Piper J-5 at then Austin's Mueller Field. He went on to earn his private in 1957. He recalls the J-5 rented for \$3.60 an hour wet.

He flew several types including Cessna 140/150, Piper J-3, Taylorcraft and Alon Ercoupe while in Austin. While living abroad he was able to continue to fly and moved up to a Mooney model 21, T-34 mentor and even a Helio courier. He earned a Venezuelan pilot's license and eventually bought a Venezuelan Super Cub that he used for business travel.

When he returned to the US he used a Cessna 182, 210 and Piper Aztec to travel to his work-sites. He owned a Lake Amphibian as well.

A classic aircraft enthusiast, he owned and restored two Cessna 195's and rebuilt a Stearman from a bare fuselage. All won prestigious honors at Oshkosh and Sun & Fun.

These days, in a youthful 80's, he can be found tooling around in his Stearman, a SportStar or his beloved Cub. Next time you are in the Kerrville/Fredericksburg area and hear "Yellacub" on the radio - say hi to our friend Russ Luigs....Master Pilot.



SOLO!

IN THE LIFE OF A PLANE

Chuck Fisher

Congratulations to Sam Murley on his Solo flights! Sam was Chapter 35's Air Academy scholar for 2015, and he has followed through with his pledge to continue to pursue aviation.

As I watched his instructor Bob Cabe nervously pacing on Terra Firma, I realize just how nerve wracking this must be for a CFI. So, I'd also like to extend a hearty congratulations to his CFI for getting another bird off the nest!



Doc Hecker

Mel Hecker at age 18 (My Father) in coveralls standing next to 1937 Piper J-2 Cub NC17854 he flew at Stinson Airport in West Chicago in Late Winter of 1938.



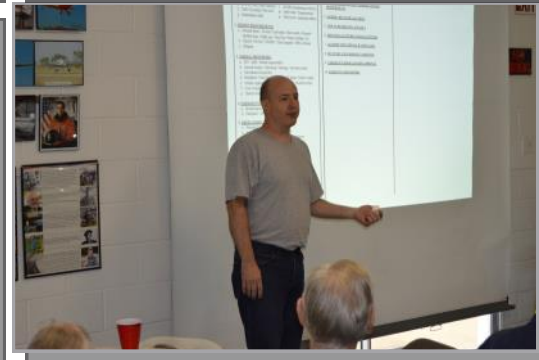
Below is EAA member and United AL pilot Steve Plourde flying that same NC17854 near Rockford IL— in the aircraft he soloed in the

early 1980s and has now inherited for his son to solo in.

The dream continues ...

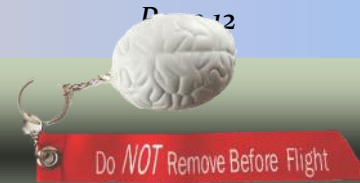


EAA 35 CHAPTER MEETING—PHOTOS BY DOUG APSEY



SAFETY NOTES & NOTAMS

DENSITY ALTITUDE

**Ron O'Dea**

EAA Chapter 35 Safety

Although real summer is passing quickly there are still plenty of hot humid days left. I chose this article from the Angel Flight Forum because I just had a session with a local pilot regarding flying in "High Density Altitude" situations. We (I) talked about weight and balance, reduced performance, aged aircraft performance vs new, and when to abort the takeoff (70/50 rule). Joe touches on all of these. So, "Keep Your Brain In The Game" and be safe out there.

DENSITY ALTITUDE

by Joe Shelton

All pilots learn about density altitude yet most pilots never experience the truly detrimental effect it can have. Brian, a friend of mine, flying a Piper Cherokee 160 and carrying all of his camping gear was on his way to OSH a few years ago. He landed at in Butte, Montana to refuel. It was a clear day and the temperatures was reasonable at about 85 degrees. The runway was much longer than the sea level airport he was based at in the San Francisco area, but the problem was that the airport was situated at slightly less than 5,500 MSL. To make a long story short, after a long roll he rotated at the normal speed and crossed the departure end of the runway unable to climb out of ground effect. The departure path was over slowly climbing terrain. It took him a couple of miles to gather enough speed to begin a normal climb.

Like Brian, the fact is that most pilots don't fly near gross weight and at high density altitudes during their normal flying. An AFW mission where there are one or more passengers and luggage and the requirement to operate from a particular airport can change that.

Here's a personal example. I was departing in my turbocharged Malibu on a mid-morning flight from what is essentially a sea level airport located near the California coast. With family and fuel, the aircraft was at gross weight, but with a 4000 foot runway I wasn't worried. I'd been flying from the airport for years and didn't give a thought to the required take-off distance because the POH indicated it was adequate. The problem was that the POH's performance calculations were for a new airplane and my Malibu's engine was nearing TBOH. Add to that the fact that it was an unusually warm morning and the result was a take-off run was much longer than I expected. We used over 3000 feet and I had ALMOST reached the point of pulling the power to idle and braking hard when the airplane finally lifted off and began a normal, albeit slightly anemic, climb. I've since adopted the rule of thumb that if I don't reach 70% of my flying speed by the half way point of a runway I'll abort.

But density altitude is something that can affect aircraft performance even when enroute. An acquaintance of mine with a couple of passengers was returning to his home in the Central Valley of California in his cherry Cessna 182. His altitude was fine for the majority of the trip, but he had to climb a few thousand feet to top the Sierra Mountain Range. Turns out that the OAT was on the order of 20 degrees higher than standard temperature and the airplane simply wouldn't climb fast enough to out climb the rising terrain. Luckily he started the climb early. Even though he was on the lee slide of the mountains there was practically no wind and the resultant downdrafts — think a HOT high pressure calm day. He orbited and climbed until he had gained enough altitude to continue toward his home airport.

Here are some things to consider to mitigate the effects of density altitude:

- Carry less passengers, cargo, or fuel. Means a shorter take-off length and a higher climb rate.
- Fly from a runway of sufficient length for the density altitude (with a large fudge factor, if you're smart)
- Depart early in the morning when it is coolest or late in the evening when it is cooling.
- Fly a turbocharged airplane because the basic power is higher. But the wings and prop still suffer the effects of Density Altitude.
- Lean the fuel mixture (if POH indicates it is appropriate for the engine) to achieve maximum power.
- Winds decrease take-off run, so wind speed and direction (headwind component) can help.

The moral of these stories is that if you are operating near gross weight, if the temperatures are higher than standard, if you fly an older airplane, if there is any doubt, take the time to calculate take-off distances and be aware of the enroute effects of hot or even just warm days on the performance capabilities of your aircraft. And remember to lean for take-off if your POH indicates that is the proper procedure. It is also important to keep in mind that the performance charts in your POH are for a new airplane with an expert pilot and may include a "marketing fudge factor," especially for older aircraft.

Read more at <http://www.angelflightwest.org/pilot-page/a-culture-of-professionalism/safety-articles/density-altitude/#1JgPooJb6MBRZOK.99>



THE BUILDER'S CORNER

HAVE YOU EVER WONDERED?

Mark Julicher

Have you ever wondered.

Why do large airplanes use nitrogen in their tires?

- * Because at landing speeds the tires get hot enough to allow a fire if any oxygen were present.

Why are there little vents on my magnetos?

- * Because sparks inside the magneto form ozone that will corrode metal quickly if not vented away. This is especially true with magnetos that use a spark gap from the coil to the distributor.

Why is there a cover over the pulleys and belt on a compressor?

- * Because rotating parts pose a serious hazard. See photo one.

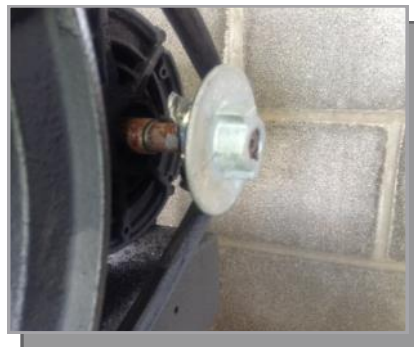


Photo 1: Disintegrating compressor pulley made a loud noise.

Why do Continental and Lycoming specify a silk thread be placed between the case halves?

- * Because the thread acts as a gasket. Natural fiber (silk or cotton) will not melt but nylon or polyester would soften with heat and lose strength.

Why must I always add air to my aircraft tires?

- * Some tires/tubes leak and some don't. The rubber compound is allowed to leak. Goodyear considers a daily five percent pressure loss to be acceptable.



Photo 2: No, not the Goodyear Blimp. But still nice to see up close.

On a controllable propeller, why is a flatter propeller pitch used at takeoff and a greater pitch used at cruise?

- * Because with a flat pitch the engine is able to spin to a higher RPM and therefore produce more power. On fixed pitch propellers, a flatter pitch is often called a "climb propeller."

Why do magnetos fire before the piston reaches top dead center? Won't that cause a backfire?

- * At low RPM, firing a magneto before top dead center will indeed cause a backfire. Therefore there are mechanisms such as impulse couplings and shower of sparks ignitions that retard the spark during engine start. However, fuel does not explode when the spark ignites it, but rather it burns rapidly, so at normal operating rpm the fuel must be ignited earlier. Just a fraction of a second of earlier ignition produces much more pressure in the cylinder as the piston reaches the power stroke.

Why do some airplanes and engines specify that the throttle be opened slowly for takeoff and for going around?

- * Because fuel and air have mass and momentum. The air going through a carburetor draws fuel through the jet (s). The fuel atomizes and goes on into the induction tubes. If you rapidly open the carburetor the balance of fuel and air is being asked to instantly adjust to the new conditions – it can't do that. Carburetors with an accelerator pump can partially mitigate this issue. If you slam the throttle forward and the engine gets quiet, the proper response is to retard the throttle, let the engine catch up, and re-open the throttle smoothly. The alternate procedure is to scream, "Oh my Gosh!" and hope the engine recovers.



Photo 3: A Continental O-300 going back together. It may use the same cylinders and rods as the O-200, but inside the case is very different.

(Continued on page 14)

THE BUILDER'S CORNER

HAVE YOU EVER WONDERED?

(Continued from page 13)

Why do most planes still use Plexiglas on the windscreen when Lexan is so much stronger and easier to drill and work?

* Because Lexan gets cloudy if it encounters gasoline.

Why were most early aircraft designed as biplanes?

* Because engineers understood the structure of a truss – which is a biplane wing and at that time cantilever construction was not general practice.



Photo 4: Cog railway at Mt Washington, N.H.

What does the term “aeroelasticity” mean?

* When you get going fast enough, something bends.

Sorry I did not make Oshkosh, but here are my travel photos.



Photo 5: Concord stage coach at The Flume Gorge,

(editor's note: It's OK—We all love trains and automobiles and other cool toys in addition to planes! Oh, and is the locomotive supposed to look like that?)



YOUNG EAGLES RALLY—YOU ARE NEEDED!

SPECIAL YOUNG EAGLES EVENT WITH WOMEN IN AVIATION

We are teaming up with Women in Aviation (WAI) for a Young Eagles Rally at Stinson Muni on Saturday, 24 September, 0900-1400. Approximately 60 girls ages 8-16 will be attending

the 2nd annual Girls in Aviation Day Camp. This event is centered on introducing local girls in the community to the possibilities available in a career in aviation. Chapter 35 will be partnering in the event with a Young Eagles Rally.

We need your help for this very special event. We need Pilots, Static displays, Ground instructors, Escorts, Ramp operations/Safety. Admin help (Registration, Certificates, Photographer, Runners). Please sign up early by sending me an email at pvaneau@gmail.com. Any help/amount of help would be appreci-

ated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event. Feel free to give me a call

at (210) 887-3135 with questions. Thanks for your help.

As a friendly reminder....All Young Eagle PILOTS need to complete Youth Protection Training

and submit a Background Check. It only takes about 20 minutes. Just sign into your EAA account, select “My Account,” then “Go to Training.” This needs to be accomplished about 2 weeks prior to flying a Young Eagle.



AUGUST MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame, Ira Wagner and Cindy Burke for correctly identifying the August mystery airplane as the Nesmeth Parasol. I apologize for the short article but there is very little information about the airplane.



The Parasol, also called the Umbrellaplane or the Roundwing, was designed by Steven Paul Nemeth and built by students at Miami University (Ohio) to demonstrate that an aircraft could actually fly using a round wing. Initial flight testing was done in 1934. The designer claimed the aircraft was so easy to fly that he could teach even a non-pilot to fly the Parasol in 30 minutes. He also claimed that the round

wing would act like a parachute allowing the plane to float safely to the ground if the engine failed and he reportedly demonstrated this on at least one occasion.

The two seat fuselage used for the Parasol was from a 1920's Alliance Argo. The original

power plant was a 90 hp Lambert but was later replaced by a 120 hp Warner Scarab radial engine. The wing had a span of 15 to 16 feet. Top speed was reported to be 135 mph while stall speed was 25 mph. The airplane could climb at a 45° angle.

The Parasol never went into production and only one was built. There appears to be no information on why no further development of the design occurred or what became of the aircraft.

A short video showing the Nemeth Parasol in flight can be viewed at the following link: <https://www.youtube.com/watch?v=flFyBU83kME>

Sources for this article include:

<http://www.aviastar.org/air/usa/nemeth.php>

<https://disciplesofflight.com/nemeth-parasol-strange-aircraft>



Flickr/SDASM Archives



NAME THE PLANE

Here's your September mystery airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information?



Predrag Stamenkovic pegg@ptt.rs

1. Who designed and built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What was the intended purpose of this aircraft?
3. What year did it first fly?
4. How many were produced?





Country Store

Brian Goode

SHIRT NEWS

The EAA Chapter 35 has plenty of Fishing shirts and yellow safety shirts in inventory.

Stop by and pick up a couple.

WASH WAX ALL

The Country Store is a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics.



Our prices for EAA Chapter 35 members will be better than other outlets because our overhead is nothing compared to a retail outlet. We won't advertise the prices, but they will be posted at the monthly meetings at the Country Store table. Stop by and pick up some product. It works well on automobiles, snow mobiles, boats, jet skis and motor homes as well as aircraft.



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- **PLEASE Notify me when your item sells!!**
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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
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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

SEPTEMBER	10	LUNCH MEETING Richard Elder, Fire Resistant Materials	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
	24	YOUNG EAGLES RALLY Stinson Field—In conjunction with Women In Aviation	Make sure you do your online training at https://www.eaa.org/en/aaa/aviation-education-and-resources/aaa-youth-education/youth-protection-policy-and-program
OCTOBER	8	LUNCH MEETING TBA BOD Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER 	12	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	10	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

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

Sep 3 WARBIRDS ON PARADE
Lancaster Regional Airport (KLNC)
http://www.contrails.us/caf_dfw_wing/

Sept 10 CAF Bluebonnet Airshow
Burnet Municipal Airport
www.bluebonnetairshow.com

Sept 17-18 Heart of Texas Airshow
TSTC Waco Airport (KCNW)
<http://www.heartoftexasairshow.com>

Sept 24 EAA Chapter 35/Women In Aviation Young Eagles
Stinson Field (KSSF)

Sept 30-Oct 2 Ranger Old School Fly-In and Airshow #10
Ranger Texas (F23)
www.rangerairfield.org

Oct 15 -16 Lampasas Texas Young Eagle Flights

Lampasas TX (8AM—2 PM)

Oct 13-15, 2016 Anahuac Fly-In
Chambers County Airport (Too)
www.gyrosaway.com

Oct 21 - 23 Wings Over Houston Air show
Houston, TX

Oct 28-30 Wings over Dallas WWII Airshow
Dallas Executive Airport (KRBD)
www.commemorativeairforce.org

Oct 29 Halloween Aircraft Poker Run
Waller TX (37XA)
www.facebook.com/skylakesairportassociation

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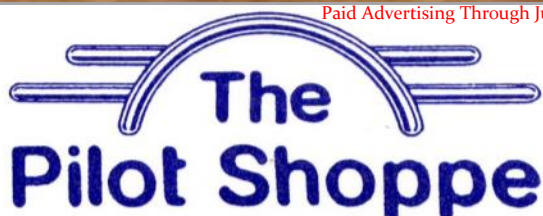


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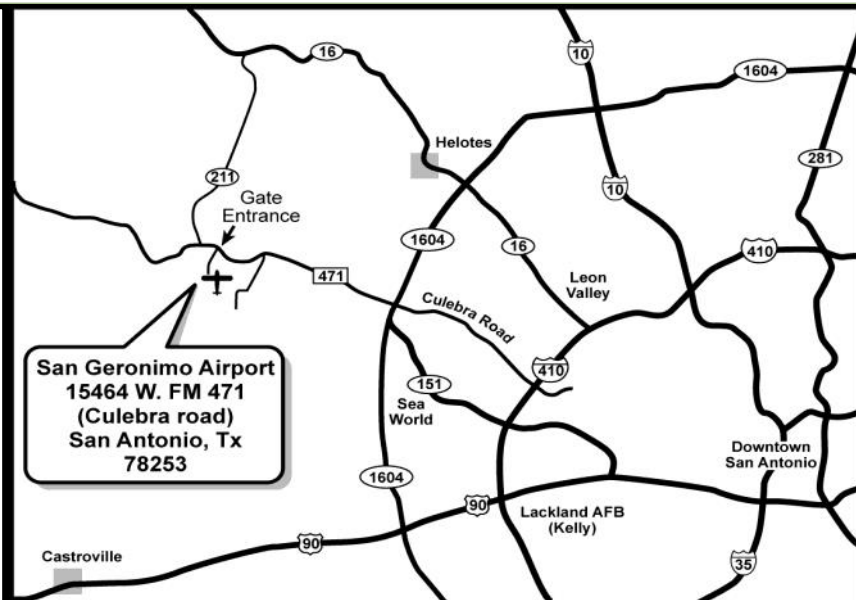
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Ron O'Dea, Membership Chairman
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

September 10
**Chapter Gathering and
Luncheon**
1130
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!

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