



January 2010

Volume 52 Issue 1

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PHOTOS CONTRIBUTED BY:
D.BAKER

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SOME E-LSA 'FAT' ULTRALIGHTS AT RISK

By Steve Jones

You may remember about two years ago, two-seat trainer ultralights were transitioned to N-numbered Experimental Light Sport Aviation aircraft. Some of these aircraft were issued **airworthiness certificates with an expiration date**. The full ramifications of this date are only now becoming apparent, and if you have such a data on your certificate, **you have less than a month** to amend that certificate. If the certificate expires, your aircraft may be permanently grounded.

At the risk of sounding redundant, here's the conversation as it unfolded:

Excerpt from the EAA Oshkosh 365 web forum:

<http://www.oshkosh365.org/ok365-DiscussionBoard-Topic.aspx?id=1235&boardid=147&forumid=175&topicid=3176>

"My original airworthiness Certificate for my E-LSA was issued in 2007 with an expiration date of January 31st, 2010. There were several issued with that expiration date. Don't know if it was common in E-LSA only or all experimental but if you go to FAA with a recent annual in your aircraft log, fill out a form, they will re-issue a airworthiness certificate that has no expira-

tion date. If you wait until after it expires, it can become a lengthy and perhaps costly process.

The regulations that allowed your aircraft to be certificated in the ELSA category are written such that a new (or replacement) airworthiness certificate cannot be issued after January 31st 2008. So you can't apply for a new airworthiness certificate at all. This makes it VERY important that you have your present airworthiness certificate amended before it expires. Amending the certificate will remove the allowance to use the aircraft for hire for flight training, and will give you an unlimited expiry.

Contact your area FAA Flight Standards District Office and ask them to amend your certificate for you. If they have questions have them call EAA and talk to Randy Hansen or David Oord in the Government Relations department.

Again, it is VERY important that you do not let the airworthiness certificate expire because it cannot be replaced. The FAA cannot amend an expired certificate, so this has to be taken care of before

January 31st 2010.

METICULOUS CRAFTSMANSHIP

By Steve Jones

Sometimes pictures speak volumes. This is one of those cases.

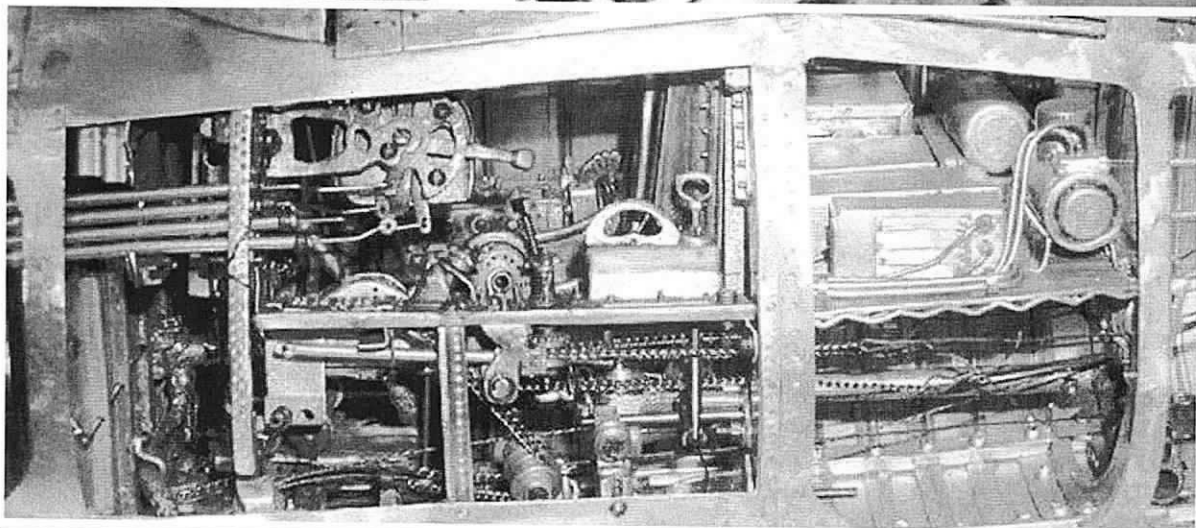
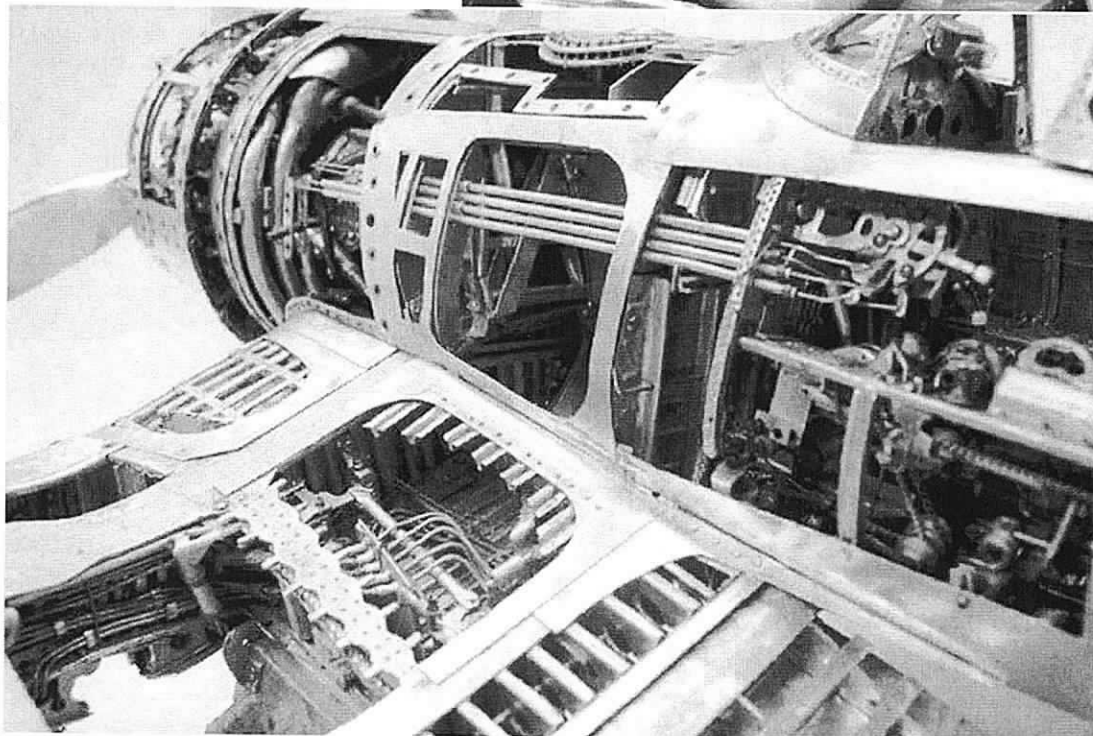
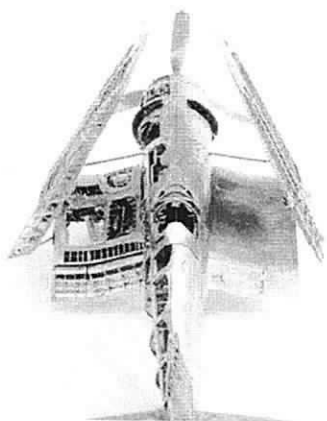
Using a tweezers, the controls can be moved. All cables and linkages are in place to work the wing control surfaces as well. Young Park has since carved a pilot's face and hands from solid aluminum and built an articulated pilot to sit in the cockpit. Remember this as you look at the pics: All the controls work as designed, by cables, chains, linkages and levers.

(Y. Park photo)

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PRESIDENT'S COCKPIT

By Dave Baker

We are about to depart on a new year for our Chapter. We owe a debt of gratitude to the retiring Officers, John Latour-President 2008/2009, Bruce Harrison-VP 2008 and Doug Apsey-Secretary 2008/2009. THANK YOU ALL. We are fortunate to have Dee Brame continue as our Treasurer, Thanks Dee.

As you probably know, I am your new President and we are fortunate to have Jim Feighny as VP and Dennis Scheidt as Secretary. We have a couple of new Directors: Brad Doppelt and Ron Paduh (at large). Other members to the board are Ron O'Dea, (at large), Dan Cerna, Lew Mason and John Latour-(past presidents).

We have some new Chairpersons: Refreshments / Dinners-Gail Scheidt, Facility Supplies-Freda Jones, Tool Crib- / Technical Counselor-John Kuhfahl. We are looking for one more Technical Counselor also.

Flight Advisor-Ron O'Dea. We need one additional Flight Advisor so if you would like to volunteer for that, please see me.

Many Thanks to all of the other Chairpersons who are continuing in their respective roles. Your chapter appreciates your commitments.

We will have a board meeting on Saturday, January 9th at 3:00pm to set our basic calendar for the year 2010. we will also start to develop our program material / subjects and dates / times, etc for these. Anyone can attend this board meeting if you desire.

One of our main goals for 2010 is to develop a series of programs that benefit our membership and will encourage new membership. I have asked in past newsletters for your input and some of you have responded. For example, David Baker (Artist) suggested the following: "An important mission in my eyes for the flying community and EAA locally, is to encourage the sport pilot training pathway for the benefit of many folks like me." Its amazing how great minds think alike! Several of us have been "brainstorming" ideas along this exact line. This will be an on-going process starting with the basics and developing a "pathway" as David suggests. Would you like to be a part of this? If so let me know. Other

interests are the Sport Air workshops and Jim Feighny has already started the ball rolling with EAA National on this. Additional workshops / programs will be developed based on your input / requests so let us know what you would like to see included. It can be anything of importance to aircraft building (ALL TYPES), flying, regulations, etc. Jim Feighny is in charge of the Programs so send your input to him via e-mail jfeighny@satx.rr.com.

As you know we have an award winning newsletter with a great Editor in Steve Jones. It is not easy to accomplish this very demanding task each month but Steve has done it month after month. What Steve needs is YOUR help by sending in articles of interest or a story of your own. Another great example of this is described below:

From EAA E-Gram: Just another example of how much our chapter "members" touch others throughout the EAA world. Below is a paragraph taken from the December issue whereby Paul Poberenzny acknowledges Oscar Zuniga's article in our own Chapter newsletter. Congratulations Oscar and please keep these wonderful articles coming. Everyone is invited to follow Oscar's lead and submit your own article / story for our newsletter. This will help Steve develop our newsletters throughout the year.

FROM THE NEWSLETTERS (EAA December E-Gram)

"This month's selection caught the eye of EAA Founder Paul Poberezny. He highlighted a nice article about getting ready for winter in EAA Chapter 35's (San Antonio, Texas) newsletter. Chapter member Oscar Zuniga has some thoughts on winter preparations. By the way, Paul (and several of us on staff) still reads all the newsletters that are sent to EAA headquarters, so keep them coming!"

With your assistance and input, we will continue to keep EAA Chapter 35 as one of the PREMIERE Chapters in all of EAA .

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

http://www.eaa35.org/ENL/Jan_10/Jan_10.pdf

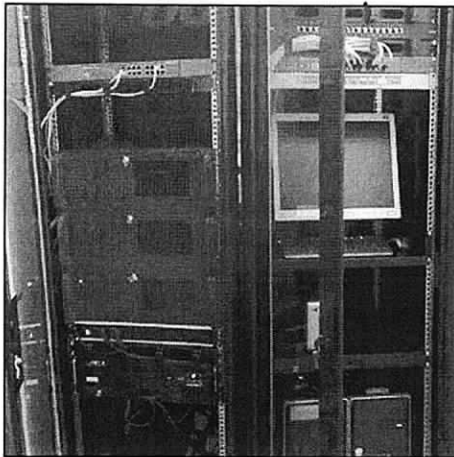
NEWS CLIPS

CHAPTER WEB SERVER UPDATED

By Steve Jones

The service provider for our Chapter 35 website has moved our site to a new and improved server. Web pages should present themselves faster and more reliably.

Your chapter website is available at:
<http://www.eaa35.org>

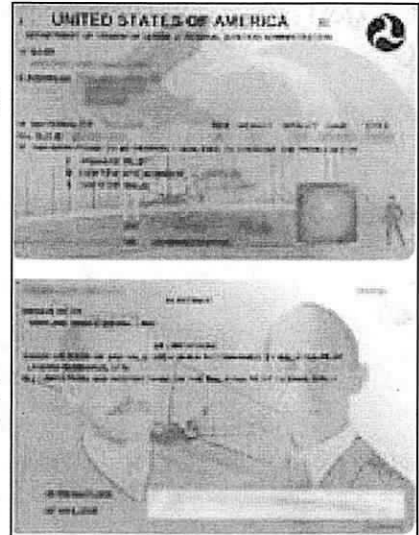


PAPER LICENSES EXPIRING

By Ron Paduh

Got A Paper Certificate? Replace It Now

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it



to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply by mail, it's going to take four to six weeks, and up to 10 days for online processing, so don't put it off till the last minute or you could find yourself grounded. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

While you're at it, you can also ask the FAA to issue you a new certificate number that is not your social security number. There is no additional charge to make this change. Follow the link below for more info and the forms you need, or to make your request online.

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/

JANUARY MEAL MENU

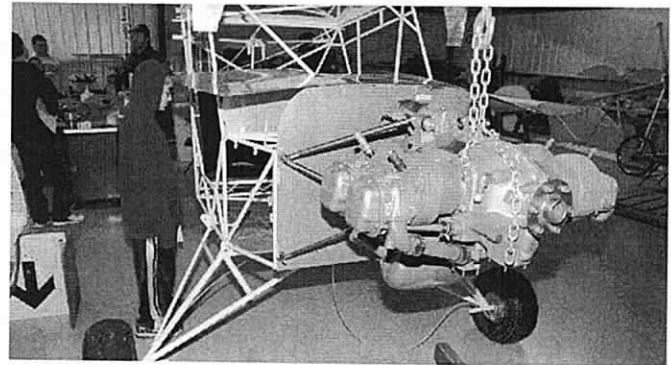
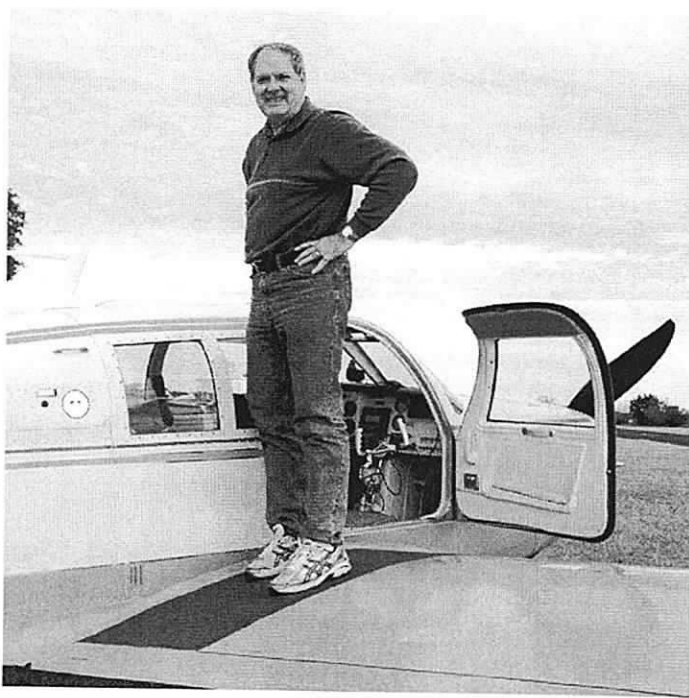
By Gail Scheidt

In January, EAA Chapter 35 will serve a great pasta and meatball dinner, courtesy of June Goode; and **you can help!** We're looking for others who would like to bring salads or desserts. If you can help, please reply to gailps@att.net or 210-688-3210

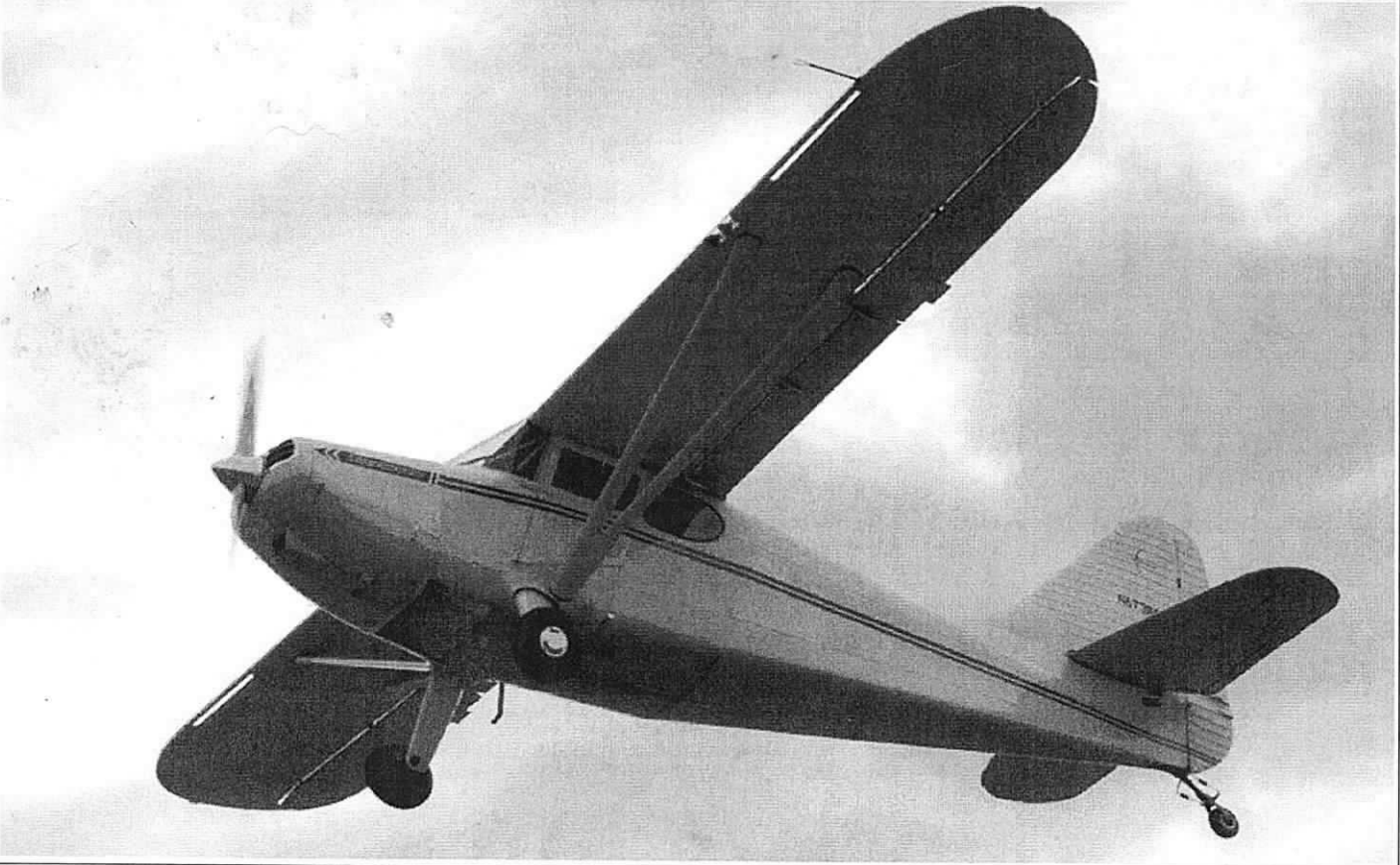


YOUNG EAGLES - DECEMBER 2009

By David 'Artist' Baker



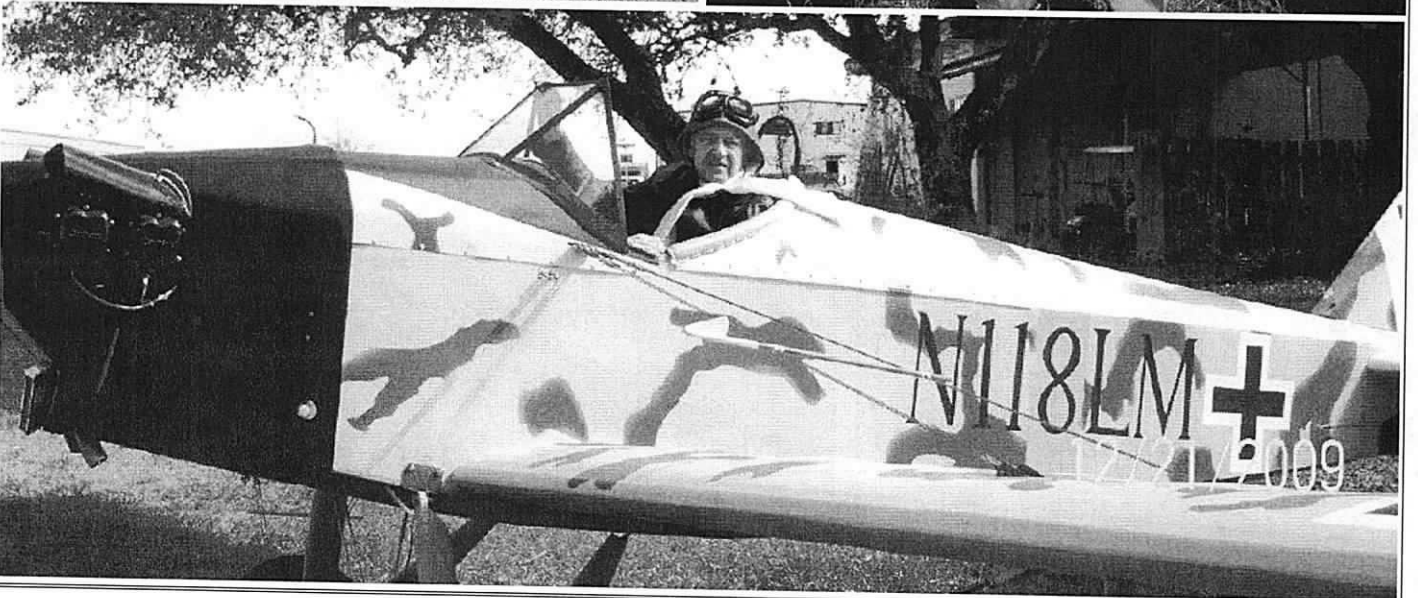
YOUNG EAGLES (CONTINUED)



FLY-BABY AVIATOR READY TO TAKE TO THE SKIES

By Lew Mason

It appears a W.W. I aviator is preparing for his first flight!



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2009 CHAPTER CALENDAR

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NEWSCLIPS (CONTINUED)

HONDO RUNWAY CLOSURES

By Dave Bader

Hi everyone,

I was talking with Tim Fouse yesterday about the runway closures at HDO and he informed me that they have had 4 or more Corporate Jets and several prop planes LAND on runway 17R / 35L since it has been closed. Tim stated that the FAA is now monitoring AC coming into HDO and will be issuing violations if anyone lands on these closed runways. Evidently some construction crews / equipment have come close to being hit. I asked Tim which runways are closed and here is what he stated "runways 17L / 35R and 08 / 26 are closed for take off and landings. Runway 08 / 26 is now a Taxiway. Runways 17R / 35L and 13 / 31 are OPEN for takeoffs / landings. You can get to the ramp at the end of RNWY 13 by going across 17L / 35R and via "taxiway" 08 / 26," Tim stated. Please pass this along to others that you know who fly into HDO.

thanks,
Dave

EAA CHAPTER 35 ADVANTAGES & OPPORTUNITIES

By John Latour

This past year was a time to reflect on Chapter 35's advantages and opportunities we enjoy in our great San Geronimo Airpark community. We are blessed in this small, rural, private aviation airport. One advantage is in the relatively small number airplanes serviced. A second advantage is the opportunity to call SGA the fix-base-home of EAA Ch 35 clubhouse and hangar. A third advantage and benefit are the many airplane shelters available to hangar our pride and joy airplanes. And last, we are blessed with the strong working relationship between the directors of San Geronimo Airpark, Inc and EAA Chapter 35, Inc. San Geronimo Airpark is readily accessible to Chapter 35 members from anywhere in the San Antonio Metropolitan community. You are encouraged of joining EAA Ch 35 and to take advantage of the opportunities made available to you at San Geronimo Airpark.

Ron O'Dea is the EAA Ch 35 Membership Chairperson. Call him today at 210 488-5088 and join us in sharing the joy of flying and/or building airplanes.

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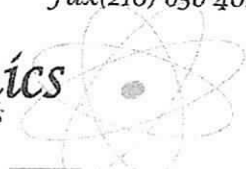
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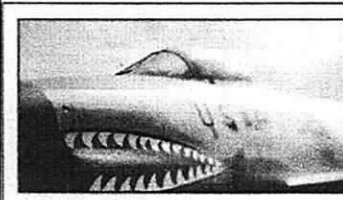
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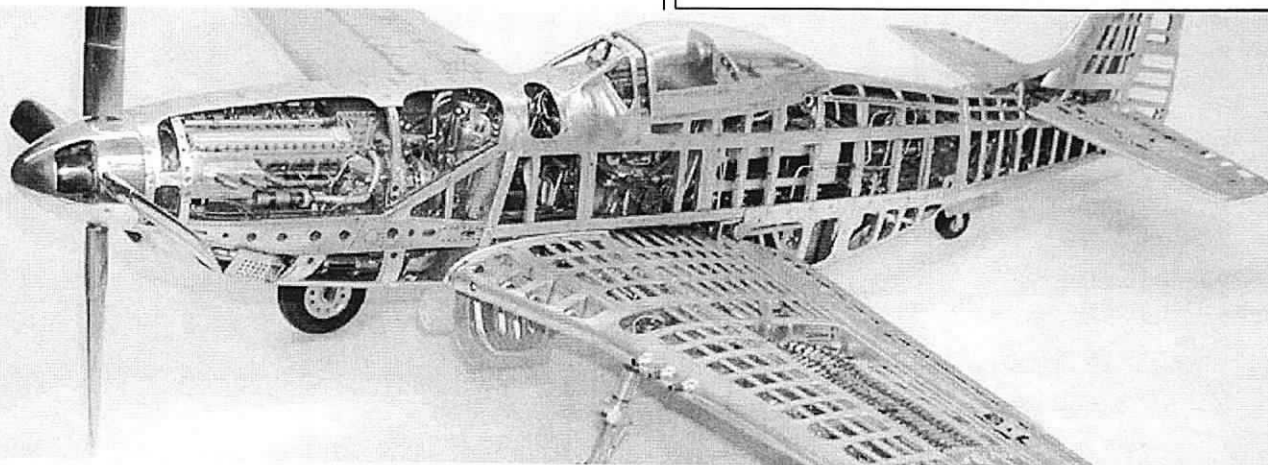
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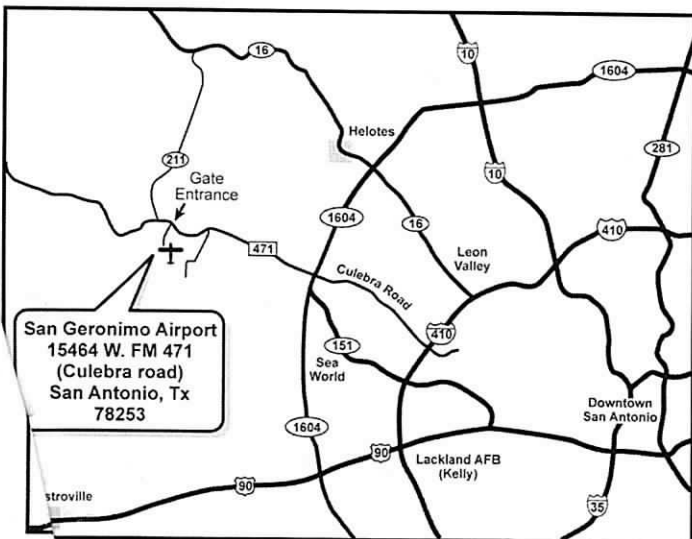


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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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When Do You Meet?

Second Saturday of the Month
Saturday, January 9th, 2010
Board Meeting 3:00 PM