



September 2013

Volume 55 Issue 9

Inside this Issue

| | |
|-----------------------------|----|
| Presidents Cockpit | 2 |
| Bulletin Board | 4 |
| I Learned From That! | 8 |
| Scrapbook | 10 |
| Builders Corner | 12 |
| Name the Plane | 3 |
| Your Health | 14 |
| Country Store | 15 |
| Contacts | 16 |
| Calendar | 17 |
| Classifieds | 18 |
| Sponsors | 19 |

Next Event
Sept 14th

**Chapter Gathering
and Program**

11:30 Lunch

12.30 Program

**Chapter 35 Clubhouse
at 8T8**

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Almost Ready

Chuck Fisher

On another typical weekend morning I pulled in behind a trailer on Culebra road. Not an unusual event in and of itself, but this trailer was full of airplane. That caught my attention. "I wonder if they are headed out to 8T8," I thought. Indeed, they were and the caravan pulled into the hangar directly across from mine. THIS was the day. THIS was the day the project in the garage became an airplane.



And, indeed, over the past few weeks from my vantage point (under the cowling or up in a landing gear well of my maintenance-needy steed) I have had the chance to see Maarten Versteeg's CH-601 sprout wings and final assembly components. It is gorgeous. So, one hot august evening, unannounced as always, Maarten was gracious enough to show me around.



Maarten and Marion Versteeg have been San Antonians for about 14 years, and they have been EAA 35 members and aircraft builders for about half of that. A native of the Nether-

(Continued on page 5)

September Featured Speaker

Lex Brown, Colonel USAF (retired), Pilot-Physician

Flying the F-117 Stealth Fighter

Menu:

Spaghetti—Bring your best Sauce

Sides/Salads/Deserts welcome



PRESIDENTS COCKPIT**NEW MEMBERS**

Friends and Flyers,

As I write this month's column I am holding at 10,000 feet ... at my cabin in Colorado, and I can attest that the affects of altitude are significant. This is a good reminder for all of us to pull up the regulations and review what the feds feel are the limitations we have in the cockpit. Do you know the "oxygen must be provided for passengers" altitude, or how high you can be for "no more than 30 minutes"? Admittedly, while flying around our airfield this is not on your checklist. But what about that next long cross country adventure, when you might find yourself climbing higher due to planned or unplanned events?

I made the mistake (!) of riding my bike up here and over Monarch Pass (12,000 feet) on Highway 50. It took about 3 hours more than planned, and the last portion of the ride I was resting every 300 feet. My lungs told me in no uncertain terms that oxygen was no longer available, and that this was not a recommended activity! Even this morning, I am getting winded going up and down the stairs. So for all of us flatlanders ... heed this warning, know the regs, realize that "your mileage may vary" and your personal limitations may be lower than the mandated minimums.

And then there is that "small" issue of runway length. Yep, a 7,000 foot runway is a short runway up here, and this is coming from a flyer that used to land on 800 foot dirt runways in Alaska. We have all heard those stories of "those others" being affected by density altitude during takeoff, and we should all recognize that it is a killer. I have always been amazed how quickly the pavement zooms past the aircraft as you takeoff or land at the higher elevations. So this month's thought to consider RESPECT ALTITUDE. Please!

Fuel safe and taxi safe,

Nelson Amen

**Ron O'Dea**

EAA Chapter 35 continues to grow! Please welcome:

Thomas and Paula Rich

Tom and Paula reside at the San Geronimo Air Park where Tom is the new, proud owner, of a Cessna 150G! After a long hiatus from flying, Tom is going to re hone his skills and get back in the air. Congratulations Tom. You may contact Tom at: tmriws@gmail.com

Rosa Menendez

Rosa is also a resident of the San Geronimo Air Park, when she's in town. A Spanish Teacher on the Island of Guam she is also the USAF Aero Club Safety Officer. Rosa really likes helicopters. As a Commercial, instrument rated, multiengine, seaplane and helicopter pilot, she next wants to become an A&P. You may contact Rosa at: rosa.menendez@hotmail.com

James and Martha Duncan

James and Martha reside in San Antonio where they operate Christian Tape Ministries. James is a retired A&P with many years experience. He has helped repair and rebuild a P-51D, T-6 Harvard and a PB6Y Catalina just to name a few of his projects. With a great deal of experience with sheet metal and dope & fabric, James is offering his assistance, at no charge, to anyone who might need it. You may contact James at: jaydunk70@gmail.com

GONE WEST—MIKE RODRIGUEZ

Mike Rodriguez was a very early member (if not founding member) of Chapter 35. He was also an original lot owner of 8T8 when we started the airpark. He and his wife, Beth, went to Washington where Mike worked for Boeing. Evidentially Mike was working for one of the aircraft companies in Wichita when he passed.



A TOAST TO PAUL POBEREZNY—EXPERIMENTAL AVIATION'S GREATEST MENTOR

Reprinted from <http://www.eaa.org/paul/>

Paul Poberezny came from humble beginnings, yet he created one of the world largest aviation organizations and emerged as one of the 20th century's greatest aviation leaders, creating a worldwide aviation organization and the world's largest annual fly-in event, EAA AirVenture in Oshkosh, Wisconsin.

He died on August 22, 2013, in Oshkosh after a career that spanned more than 70 years of flight at the controls of more than 500 different types of aircraft.



Paul is survived by his wife, Audrey; one son, Tom (Sharon) Poberezny of Brookfield, Wisconsin; one daughter, Bonnie (Chuck) Parnall of Oshkosh; two granddaughters, Audra (Michael) Hoy of Oshkosh and Lesley Poberezny of Brookfield, Wisconsin; and one great-granddaughter born in 2012, Charlotte "Charley" Hoy.

Paul Poberezny often said that there was not a day that went by that he didn't say the word "airplane." His flight experiences began as a high school student and continued through service in World War II and the Korean conflict. Between the wars, he began his hands-on approach to aircraft design and building that would direct his future and his legacy.

In January 1953, he organized about three dozen aircraft builders and restorers in a local Milwaukee, Wisconsin, club that was named the Experimental Aircraft Association. Later that year, the first EAA fly-in gathering formed the foundation of what has become EAA AirVenture Oshkosh.

Paul Poberezny's life and career was a shining example of vision, self-reliance, and leadership. He is regarded as one of the individual giants of aviation's first century, with an influence that reaches beyond a single flying accomplishment to affecting tens of thousands of people who have dreamed of flying.

So from all of us who have lived our dreams, at least in part due to Paul Poberezny's vision and influence:

"Thank you! Here's to you—Fair Winds Always!"



NAME THE PLANE

Doug Apsey

This month's mystery plane is courtesy of Chapter 35 member Ed Seurer. He has a knack for coming up with some great mystery planes – thanks Ed!

So, who will be the first to tell me:



What company built it?

What is its designation? i.e. C-172, PA-24, etc.

What role was it built to fulfill?

What was it eventually used for?

Within 5 years, what year did it first fly?

CHAPTER BULLETIN BOARD

LUNCH MENU:

BRING YOUR BEST PASTA SAUCE!

We will make spaghetti/pasta.

Please BRING your very best sauces to share.

We will also need salads and deserts.

Come hungry!

WE NEED YOU!

The EAA Chapter 35 Nomination Committee invites nominations and volunteers for:

President, Vice President, Secretary

Please contact Nelson Amen or Doug Apsey to volunteer or nominate your buddy!

FOUND—TERVIS TUMBLER

A recently purchased Tervis Tumbler was found after the Pancake Breakfast. To reclaim, please contact Brian @ 210-688-0420, or ladybgoode@msn.com.

FLY-IN

O'TXI
Pecos Plantation Airport

SEPTEMBER 21, 2013
09:30 - 16:00

NOTE: UNICOM FREQ NOW 122.975
Now West Traffic Pattern ALL runways

sponsored by **VAF**

THE Heart Of TEXAS AIRSHOW

TSTC WACO

Saturday, Sep 28, 2013

10:00am - 6:00pm

TSTC Waco (KCNW)
Waco, TX

The Heart of Texas Airshow is coming to TSTC Saturday, September 28th, 2013. This

festival of aviation features an exciting aerobatic Air Show and fun for the whole family! Join us as we bring World Class Air Show performers from across the country to Waco including two time Red Bull Air Race Champion Kirby Chambliss and an array of aerobatic flying feats, warbirds in close formation aerobatics, high flying action and Edge of your seat excitement! We proudly honor our military throughout the event. All day enjoy a variety of airplanes, helicopters, warbirds, skydivers, powered parachutes, RC aircraft and more in flight and display. Flights available to the public in a variety of aircraft. Exhibits, Food, Vendors, Kid's Activities and more! There is something for all ages at the Heart of Texas Airshow. Early online ticket discounts. Don't miss it! Like us on Facebook and visit our website for latest information and activities. We'll see you there!

Email: info@heartoftexasairshow.com

Website: <http://www.heartoftexasairshow.com>

The 24th Annual

Friday, September 20

Under-the-Wire Fly-In

September 21, 2013

Early Arrivals
Fun Flying
Evening Fish Fry

Saturday, September 21

Arrivals & Fun Flying
Young Eagle Rides
5:00 pm - Flour Bombing
7:00 pm - World Famous BBQ

Flying ~V~ Ranch - T26 - Louise, Texas

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

CH-601 (CONT)

(Continued from page 1)

lands, Maarten is an electrical engineer who worked for the Dutch National Aerospace Laboratory working and was a test engineer for the Royal Dutch Air Force F-16 mid-life update project. While in Holland he learned to hang-glide. More correctly – in Germany he learned to hang-glide. The Dutch have no programs to do so, possibly because Holland is as flat as a pancake, but the Germans have a very rigorous training and certification program for Hang Gliders and Para-Gliders. So Maarten satisfied his flying needs with his German neighbors.

A couple of decades ago, Maarten was sent to Fort Worth to oversee avionics updates in RAAF fighters. There he fell in love with the US and Texas. And, he found places to hang-glide—Texas style. Yes, you guessed it – tie a hang glider to a Pickup truck and drag it into the air. Indeed it works and but working at relatively low altitude leaves little margin for error. Anyway, Maarten had a blast flying and living in Texas. And, when he returned home to the Netherlands he longed to return to Texas.

He soon found and accepted a job with San Antonio's Southwest Research Institute where he has now worked for 14 years. He looked for places to fly in San Antonio, but surprisingly found no local hang-glider pilots. So, he took flying lessons at Stinson Field and soon, as a private pilot, began flying regularly from Stinson and Boerne Stage. But, like many renters, he longed for a plane of his own – built

and maintained to his standards. And, being an engineer, he wanted to build it himself.

Maarten planned to build the plane in his garage. So, he knew he would have difficulty with environmental control, and also that dusts and vapors would be problematic in his house. So, he decided working with composite or fiberglass construction would be a poor choice for him. Aluminum, however, emitted no vapors, created little dust, and would be forgiving of temperature extremes. So he quickly decided on a metal plane.

He looked about at several kits and plans and settled on the Zenith 601 series planes. "They look pretty cool", he said, and he liked the thoroughness of their plans, and the huge cockpit that fits him comfortably. Maarten told me that, whereas many companies'

(like Vans) plans are drawn primarily as assembly instructions for their kit parts, Zenith plans are suitable for a scratch builder, though they sell kit parts all the way up through quick build assemblies. This appealed to Maarten because the scratch-build option allowed him the leeway to modify if he wanted. Using kits, Zenith boasts very rapid assembly times and Maarten figured he'd be able to complete the project easily within 3 years.

The Zenith Zodiac 601 series airplanes are all-aluminum, low wing, 2 seat planes suitable for trainers or cruisers. Some are light-sport eligible.

(Continued on page 6)



CH-601 (CONT)

(Continued from page 5)

Zenith has recently introduced a new generation that includes a 4 seat version. In addition to the sleek, bubble canopy low wing Zodiac series, Zenith manufactures the high-wing STOL capable CH-701 series aircraft.

The Zodiac weighs only a feather light 690 lbs. and has a 1320 lbs gross, and 20 feet long and 27 feet wingspan the Zenith is comparable in size to most 2 seat aircraft in its weight class. It can utilize a broad range of certificated and experimental engines.

Zenith claims a 135mph cruise on only 80 HP. The planes are fixed gear, standard aluminum tube construction with welded steel spars. The cavernous fiberglass cowling comes off in a clamshell to provide 360 degree access to the engine and all fiberglass and formed parts are available pre-made from the factory.

So, Martin ordered the obligatory rudder assembly kit to learn on. And using the provided kit and instructions, indeed, he knocked out a completed rudder in 2 weeks. "It was really pretty easy", he said. So he ordered the rest of the tail kit and it was done in 3-4 weeks. Maarten found it almost too easy. So he decided to do the rest of the aircraft as a plans build. He thoroughly enjoyed his building experience and would do it

again, he says, but scratch building did change the timeline a bit.



Maarten built up the wings next. Though not visibly obvious, the wings are tapered so every rib is different, every curve subtly different, and the left and right wings are not the same. So, he spent a lot of time making templates and forms. The wings were completed about 3 years later.



Maar-came

Though the modification could be performed by removing and re-installing some parts, Maarten is a bit of a perfectionist. Rather than modifying parts on a new plane – he disassembled the assemblies, manufactured new

parts, and re-built the wings to the new design

The fuselage was, likewise, plans-built. Because Zenith sells individual parts (not just kits) Maarten was able to purchase welded and highly formed parts already assembled. Thus his plans-built plane has perfectly straight factory welded components in its core.

A unique feature of the Zenith

(Continued on page 7)



CH-601 (CONT)

(Continued from page 6)

kits is that they are designed to be assembled with “pop” rivets, and that is what Maarten used. Granted these are aviation grade rivets (not Home Depot or Lowes type) but they are just as easy to use as those commonly available. The advantage of using these rivets has been to allow Maarten to assemble the plane without needing assistance to buck rivets. Though he has sometimes needed help to move or stabilize larger pieces, he has, for the most part, machined and assembled the plane himself.

To power the aircraft, Maarten chose the Jabiru 3300 engine. Jabiru markets a complete firewall forward package, and the engine has an excellent power to weight rating without the complexity of a water cooled engine. As it turns out another EAA 35 member had one in a crate without an airplane, so with a bit of negotiating Maarten had his engine. He did have a bit of difficulty obtaining the engine mounts as the first two sent by the factory arrived crushed during transport beyond usable form. Those sculptures hanging in the back of his hangar are the remnants of the first two mounts. Finally, packaged in a wooden engine box, the third mount survived the delivery service and arrived intact.

Maarten’s grey upholstered interior looks like it came from a professional shop, but he did it himself. “Those are my old couch” he related as he described how he made the seats. And, as he grabbed the perfectly placed cockpit hand-hold and lowered himself into the cockpit it was clear that this cockpit was designed to fit like a glove.

Maarten has installed a glass panel display with back-up instruments in a very efficient VFR panel and has located most wiring

connections forward of the avionics firewall for easy access. He has topped off his finely engineered masterpiece with LED lighting that creates a discothèque effect when activated.



I asked Maarten whether he’d do another Zenith and if so what he’d do different. After 7 years I expected him to say he’d do a quick build. But no, Maarten told me he’d do it just the same way again. Though he’d move a few things around so he could reach them more easily, he is very pleased with what he has accomplished and likes that he did it himself. “If you don’t like to build, don’t start a project like this”, he advises.

Indeed every EAA airfield and a lot of garages have several abandoned or neglected projects started by builders who did not heed that simple advice. Plans-building takes time and patience. Even a forgiving project like a Zenith with excellent parts availability and support takes time, determination, and dedication. Zeniths are reputed to be among the easiest, quickest build aluminum planes.

They can be built from sheet, stick and plans, kits, quick-build kits, or even at the factory using a builder assistance program. Prospective builders would be well advised to start their decision making by asking themselves – “do you like to build, really build, and have the patience to stick with it?” As Maarten said, if the answer is no – don’t start a plans built project. There are better options available

Maarten is a few weeks away from flying still, but the parts and pieces that arrived by trailer only a few weeks ago look poised to take the air. And yes Maarten – it looks pretty darned cool!

Editors Note: This is part of an ongoing series devoted to the builder highlighting builders, innovators and fascinating projects in our chapter. If you would like to show off your plan or project, please send a note to the editor



I LEARNED FROM THAT!

HAVE A & P's ALWAYS BEEN TOO EXPENSIVE?

Joe Killough

I used to be somewhat cavalier about when to use carb heat. You know, if the outside temp was warm and the humidity was low, never mind. Then one day my friend Ron, who is also a CFII, was a passenger in the right seat of my plane on a short flight somewhere, asked me if I didn't use carb heat before reducing power when preparing to land. I shrugged and told him I didn't think it was necessary on days like this.

I turned base. He commented dryly, "That usually works. But Carburetor heat ALWAYS works". Those odds are hard to beat.

It reminded me of a flight I took in 1961 in my Tri-pacer from Dallas to San Antonio on an early October day. I was going to pick up my wife and small children who had been visiting her parents for a few days. It

was just after seven AM on a cool, clear day, as I climbed out and turned to the South west towards my Waco, Austin, San Antonio route. As I climbed I noted that the visibility was unlimited and the air was silk smooth., so I went on up to 8,500 and leveled out. It was hands off, and in a few minutes I could see my first waypoint, Mexia. The outside temperature was about 20 degrees Fahrenheit. The cabin heat was comfortable, my ground speed was great, everything was perfect.

At eighty-five hundred feet I seemed suspended in space, the only sense of motion seemed to be just the gradual increase forward visibility. Mexia slowly receded behind my left wing and I could begin to make out Waco some sixty miles ahead. I was making great time.

No one on the air, not a sole in sight, what a day. In just a short time I was about half way to

Waco and for no reason that I noticed, my engine slowly started to slow down. The tach went from 2450 to 2400--2300 --2200, I inched the throttle up. No help. Tach 2100, air-speed 95 mph., descending 500 fpm. Carb heat full on. No change. Then, I did a number of things; trimmed the nose up, checked the mags, L & R, back to both, normal drop, no change, switched the fuel selector from both, to left, no change, to right no change, back to both. Air speed 80 mph,

decent rate 200 fpm. RMP 1800 full throttle. Now I could see the airport at Waco, I was about 3500 feet and could make the field if everything stayed the same, and I was considering declaring an emergency.

When without any prelude, the engine slowly, without a stutter, began to speed up. 1900 RPM, 2000, 2100

(rate of decent slowing) 2200 (air speed 75) , 2200 level flight, 2300 beginning to climb,

Slowly, almost painfully the RPM continued to creep up finally to 2350. Still full throttle and climbing at about 500 fpm. I gingerly moved the mixture back to full rich, and the rpm climbed to 2400, air speed 80mph rate of climb 500 fpm. The Temple airport was now in sight and that was my new alternate, but I continued climbing until I reached 5500 feet, then leveled out, adjusted the trim held my breath, and eased the throttle back to 2400 RPM. Air speed 110. DAA-Um!! Austin is in sight, I'm gonna make it! I was really glad I didn't declare an emergency.

Whew! A sigh of relief, now Austin could be my alternate and I'm just a few miles on in to Stinson at San Antonio. A

(Continued on page 9)



http://www.suncountrycubcrafters.com/Site/images/ccss/detented_cable.jpg

I LEARNED FROM THAT! CONTINUED

OBJECTIONABLE!

(Continued from page 8)

quick instrument scan and everything normal, but suddenly I begin to get light flashes in my eyes and felt disoriented. Oh, my God. Is this the dreaded carbon dioxide in the heater?? Heater off!! I sniffed to see if I could detect unusual odors. Nothing. Still light headed. Hypoxia? No, never had anything like that. So not to take a chance on a defective heating system., I opened the outside window vent. Outside temperature now 33 degrees Shall I land in Austin? No, everything is normal now, except shivering cold with the window open, but San Antonio is just a few minutes away.

Soon I was over San Antonio letting down and entering the down wind for 14 when I got the green light from the tower. I was shaking so hard from the cold I could scarcely get out of the plane when I landed. I found an A&P and left the Tri-Pacer with him with orders to find whatever was wrong with the plane, fix it and call me when it was airworthy again.

He called me the next day and said the plane was ready. No engine problem, he said, just a extreme example of carburetor ice.

"Nonsense," I replied, "I've had carb ice before, and I've never had it happen like that!"

"Now, you have", he answered.

"What about the exhaust gas from the heater?" I asked.

"There's no problem with the heating and exhaust systems", he said, "They're both fine".

"What about my light head and spots?" I demanded.

"Probably hyperventilation", he replied.

"Nonsense", I replied. "How much do I owe you?"

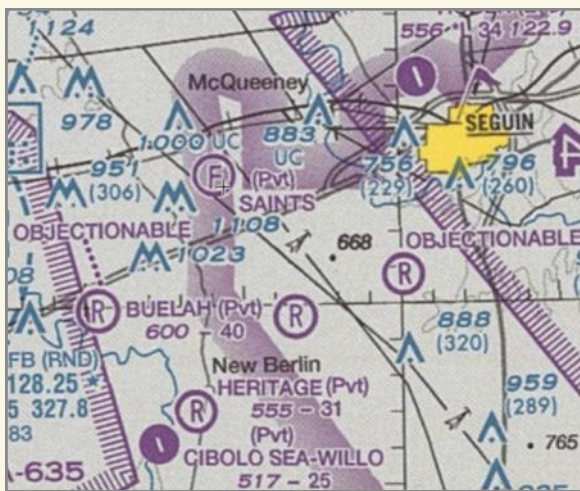
"A hundred and fifty dollars", he said.

"DA-Um!", I exclaimed.

Which only proves *A&P's have never been too expensive.*

Doug Apsey

While looking over the San Antonio sectional on my iPad recently, I noticed a private airport near Seguin TX named "Objectionable" on the chart. At first I thought "what a strange name for an airport" but then I noticed that just to the west of that airport, there was a second one with the same name. After mulling this over for a few minutes, I came to the conclusion that this must be some FAA code I was not familiar with. After all, no one would name their private airport "*Objectionable*" would they? And the chance that two airports in close proximity would have this same name is just unimaginable. So, how many of you know what it means when a VFR sectional lists an airport as "Objectionable." If you are like me and slept through that lesson during ground school, read on.

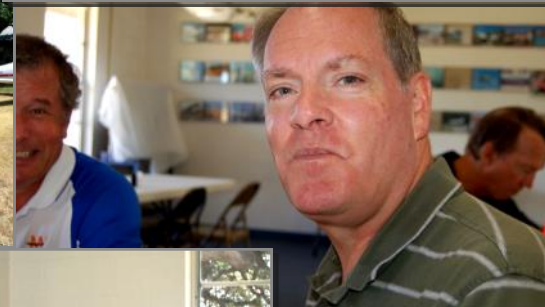


It turns out that "Objectionable" is a term the FAA uses on the VFR sectional to designate an airport that is under construction or being altered, activated, deactivated or, its' status or use is being altered in some manner. This only applies to airports that are not required under federal agreement to have an approved airport layout plan filed with the FAA – i.e. mainly private airports. These airports must comply with Part 157 of the Code of Federal Regulations which requires an airspace review by the FAA to evaluate the effect the proposed change may have on safe and efficient utilization of the airspace near the airport and the potential effect on air traffic control in the vicinity of the airport. When this airspace review has been conducted and the airspace has not passed the review process for whatever reason, the airspace is deemed "objectionable" and the VFR chart will have the word "Objectionable" next to the airport in question.

So, grab a sectional and see if your destination airport is listed as "*Objectionable*" rather than the name you typically know it by. Currently, both Elm Creek and Zuehl airport show up as "*Objectionable*" rather than their respective names on the San Antonio sectional.

AUGUST EAA 35 GATHERING

Some Photos courtesy of Doug Apsey. Thank you !!



AUGUST EAA 35 GATHERING

Some Photos courtesy of Doug Apsey. Thank you !!



THE BUILDER'S CORNER

Mark Julicher

I am frequently accused of being a homebody, always fixing planes but never flying. While there is a certain amount of truth to that, I recently needed to be in Northern California and a plane trip seemed ideal. I borrowed a PA28-160 with a fresh annual inspection and prepared for an adventure.

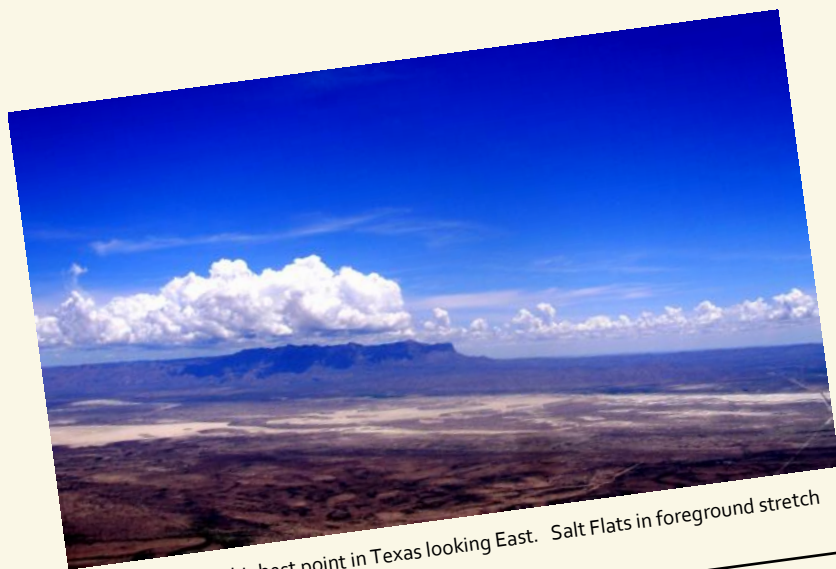
Since this particular plane did a lot of sitting and not much flying in the last two years, I decided to fly a few shakedown hours locally to see if everything was functioning well. Three landings later, the nose strut was flat. OK, a shot of nitrogen and go fly again. Same result – a flat nose strut. Hmmmm. There was no fluid leaking down the strut, so a gas leak at the Schrader valve was most likely. I replaced the valve housing, metal washer, and the Schrader valve itself. With the help of some assistants, we put fresh fluid in the strut and more dry nitrogen. Success! The strut held firm for several more landings and I considered the shakedown flights complete. There was, however, a small drop or two of oil near the oil cooler that I attributed to a loose B nut.

The morning of my trip arrived and I was all loaded up with baggage, I-pad, Dual GPS, and my granddaughter, Hannah, with her stuff because we were going to drop her off at her house in Maricopa, Arizona – conveniently enroute to N. Cal. The plan from there was to pick up my son Joe and continue flying to Fortuna, CA. Our route of flight for day one was from Bulverde, Texas to Pecos, TX, Lordsburg, NM, and Casa Grande, AZ.

The engine started normally and off we trundled to runway 16. Run-up OK, followed by a quick “lost screwdriver check”

which is what I call the full operation of the flight controls after run up. Astoundingly, the ailerons locked up! After many hours of flying, I finally had a control problem during this routine preflight action. Naturally we taxied back to the hangar to find the problem.

After an hour of opening panels and looking at linkages, the aileron problem turned out to be the control shaft bushing behind the instrument panel. Vigorous operation caused the bushing to warm up and expand just enough to bind on the shaft. A bit of penetrating oil corrected the situation, but I am still wondering if the Texas heat or old gummed up lubricant was the root cause. Hey, I did NOT sign off this recent annual!



Guadalupe peak, highest point in Texas looking East. Salt Flats in foreground stretch up into New Mexico.

With everything re-loaded and full fuel and we finally launched for Pecos. We had perfect West Texas weather... hot, clear, and many miles of visibility. Hannah became an excellent moving map navigator and we enjoyed a smooth ride. Lunch was some snacks and drinks in a small cooler. Half way to Pecos, the attitude indicator tumbled and sure enough, the vacuum was reading zero. Oh well, there could not have been better weather to lose a vacuum pump, and we just droned on into Pecos.

Pecos was to be a quick gas and go and for the most part it was just that. The FBO was quick and very helpful. The plumbing facilities were clean, and the airport dog was happy to have an ear scratched. But during pre-flight, there was a trace of oil showing where I had seen the drip at home base. I opened the cowling and saw a few drops of oil near the oil cooler. It still appeared to be just a loose B nut. A check for tightness and oil quantity did not reveal anything to be concerned about.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

We took off for Lordsburg. At 6,500 feet the plane performed nicely and the air temperature was comfortable. Lordsburg was another gas and go. We were down one quart of oil and the oil drip was looking like an oil streak, but still I could not find any physical reason other than a B nut. The oil cooler had only eight hours on it since it was new, so I dismissed this as a possible problem. We took off from Lordsburg with the AWOS announcing that density altitude at 7000 feet – right at the limit of the Piper performance charts. Lordsburg has a long runway, and Hannah is less than half my weight, so we had no problem.



Dry Lake in New Mexico



Subdivision laid out on side of a mountain. Probably done by the most optimistic realtor on earth.

This leg was to Casa Grande, Arizona with lots of vertical real estate to skirt around. We saw things you don't see in South Texas such as dry lakes, lava beds and 9000-foot mountains. This was all good fun on a VFR day. I kept an eye on oil temperature and pressure, but saw no problem. Finally Casa Grande was in sight. We descended to the 3,000 foot pattern altitude where the Arizona heat was very evident. We landed at Casa Grande uneventfully. The terminal and pilots lounge at Casa Grande are spacious and first class in every respect. We unloaded the plane and then went to tie it down.

Post flight revealed that the oil drip was now a significant streak. Upon opening the cowling there could be little doubt that the

new oil cooler had failed. Yuk. I made arrangements to tie the airplane down for the week. My son and I drove the rest of the way to our destination. Before we left I arranged for a new vacuum pump and another oil cooler to be shipped to Arizona.

At this point I would like to say that I installed the new parts at the end of the week and that the trip home was uneventful. That is what I would like to say, but I can't. After our return from N. California, my son helped me install the new vacuum pump and oil cooler. The plane



Indy Motor Sports airport and practice track in SE Arizona.

seemed to be all happy again and an hour's check flight revealed no problems. Unfortunately, I found an oil drip at Lordsburg on the way home, a larger oil drip at Pecos, and a streak of oil on the cowling when I got to home base.

Wow! Three oil coolers in less than 25 hours of flying! This took some serious head scratching. By now I bet some of



Wind Farm in the Delaware Mountains of West Texas.

you seasoned flyers have figured out the problem. It turns out that the engine mounts were getting weak. There was just enough movement to allow the AN elbows on the oil cooler to rub on the nose bowl. Over time, the AN boss could not handle

the strain and so the oil cooler cracked. This was an expensive lesson. If you see any component that may chafe under vibration or flight loads, be suspicious!



YOUR HEALTH

A light weight starter?

Chuck Fisher MD MPH

Recently there was a lively discussion on an e-bulletin board I frequent about light-weight starters. There are certainly a lot of pros and cons to reliable old heavy duty starters as there are to the newer, lighter, more expensive models. Eventually, one of the physicians in the group (not me) chimed in and posted—*"Gee it seems like you could save 3 pounds a heck of a lot cheaper by just eating a little less."*

Well, hmmm, he's right. Most of the planes we fly were designed when 95 percent of adult males weighed less than 170 pounds. Today, I suspect few American adult males, and certainly not 95 percent of them, fall below that weight standard. If your cockpit is feeling a little snug...maybe you too have exceeded the design standard for your plane

Researchers spend a heck of a lot of money to figure out why Americans are getting so big. We haven't mutated, and near as I can tell Darwin's natural selection isn't working because skinnier people survive longer.... So, I'll save us Taxpayers some money. We are bigger because we eat too much and walk too little.

I remember when Burger King opened in my town. Everyone cut a Whopper in half and took the other half home. No one could eat an entire Whopper. Today, a Triple Whopper, extra large fries and a gallon of Dr. Pepper ought to suffice for a mid-day snack.

And walking: Today drivers will drive for 15 minutes in a parking lot to avoid walking 25 yards. And, those who park the closest are often the ones who should be parking the furthest. When is the last time you took the stairs that are ALWAYS next to the elevator?

I was looking in the mirror the other day asking myself these same questions. *"Why is it so darned hard to be 170 pounds when only one generation back that was the norm?"*

Gotta diet—So, what diet should I choose? I could do the "South Beach", the "Atkins", a vegetarian diet, a soup diet, a bread and water diet...but which is best?

Well as it turns out, the answer is *none*. All diets will help you lose weight. But really, they do so more because they make you conscious (and guilty) of what goes in your mouth than by any super biochemical mystery. And, the "starvation" type diets (no carb, ultra-low calorie) tend to cause rapid initial weight loss, but are nearly impossible to stick with—so folks rebound and get even more demoralized.

Really, the best diet is to just eat real food in quantities you need—not just to clean the plate (which is my problem). Our forebears ate stuff that grew in nature and required chewing. And they walked—a lot. Kids walked to school (In my neighborhood parents drive them the 1/2 block downhill to the bus stop). Parents walked to work and used stairs. And, a good day of yard work was just that—work. (remember reel type lawnmowers hand trimmers that required kneeling?)

Why do we care other than so we can put an extra bag or a few more gallons of fuel (if we could afford it) in the plane? We care so we don't die or spend the last half of our lives watching other folks fly because we are too crippled up to do so ourselves.

Things that will severely restrict your life include diabetes, severe back and joint problems, and that inconvenient stroke from the high blood pressure — all of which are related to being overweight. And, 170 pound non-smokers...just don't have those problems very often.

Your AME checks your blood pressure, checks the urine for sugar and protein, and for a first class does an EKG. On the exam he or she checks your range of motion in the back, knees and other joints. He or she is doing so looking for the effects of too little exercise and too much food. Because, unfortunately, many folks don't go to a doctor regularly and learn about their high blood pressure or diabetes only *after* their kidneys, brain or eyes have been damaged.

OK, descending from my soap-box and looking back in the mirror here is the deal.

My goal is to embark on *The FISHER DIET: eat less and walk more*. Can I patent it?

Foodwise, eat stuff that grows in nature like vegetables and non-processed meats (exactly what part of the chicken is the "nugget"), and, it will help to keep a food log (without cheating). For smart phone users I recommend *"Lose It."* This nifty app keeps track of your foods, lets you scan bar codes from the box or menu and keeps track of exercise.

And walk. Use the last parking place, not the first and yes, use stairs. Maybe as I do so, not only can I avoid buying a light-weight starter, perhaps I can actually buy flying years and save a few bucks along the way for fuel. Won't you join me?



OCTOBER PREVIEW—WHAT IS THIS?

This is located in a pasture northeast of El Paso. It is about 30 feet long and visible on Satellite images. Is it related to Stonehenge, the Pyramids, UFO's?



Next month we'll go into some fascinating American History!



Country Store

Brian Goode



There are only SIX (6) Chapter 35 Tervis Tumblers available for sale through the Country Store. The embedded logo is an embroidered patch between the insulated layers of the tumbler, not a stick on label.

They can be purchased at any of the Chapter 35 functions or by stopping by Hangar 53 at San Geronimo Airpark when you are out visiting your aircraft. The price remains

at \$16.00 each. Give Brian Goode a call at 688-0420 and get some while they last. They will soon become treasured items.

We have plenty of colorful Aero-Camper Chocks for sale. These

wheel chocks are light-weight, portable and durable. Designed for use on grass or dirt parking areas, they work equally well on pavement or tarmac.



These units are precision water-jet cut from 6061 aluminum extrusion, hand finished and powder coated. Chocks are 2-1/2" X 5" long. At only 7.5 oz. for a pair of chocks, they provide secure chocking without sacrificing useful load or space.

Also we need ideas for new merchandise—contact me with yours!

EAA CHAPTER 35 CATALOGUE

Caps:

| | |
|--|------|
| Cloth Chapter 35 and EAA Notional caps | \$10 |
| Mesh Chapter 35 logo caps | \$5 |
| SWRFI caps (collector's item) | \$8 |
| Denim Shirts: Only 2 Large Short sleeve left | \$20 |
| Tervis Tumblers | \$16 |
| Chapter 35 cloth logo patches (sew on) | \$3 |
| Bumper stickers | \$2 |
| Chapter 35 logo stick-on stickers (Per inch) | \$2 |



2012 EAA Chapter 35 Contacts List



| | | | |
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CHAPTER CALENDAR

| | | | |
|------------------|----|--|---|
| SEPTEMBER | 14 | <u>DAYTIME MEETING</u> Flying the F-117 Stealth Fighter Col (ret) Lex Brown | EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm |
| OCTOBER | 12 | <u>DAYTIME MEETING</u> David Larson "Idaho Backcountry Flying." | EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm |
| NOVEMBER | 9 | ANNUAL CHILI COOKOFF AND FLY-MART Annual Membership Meeting | EAA Chapter 35 Clubhouse EAA 35 Fly-Mart 9:00 am to 11:00 am (POC Doug Apsey at 210-913-2539) Chapter 35 Annual Membership Meeting/ Election of officers 11:00 am to 12:00 pm Chapter 35 Annual Chili Cook-off 12:00 pm to 1:00 pm or until gorged! |
| DECEMBER | 14 |  | 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>

Heart of Texas Airshow

TSTC Waco, Waco, TX, USA

Activities. Something for all ages!

<http://www.heartoftexasairshow.com>

155.7 NM

Saturday - Sunday, September 7-8, 2013

LLANO MUNI (AQO)

Texas Bluebonnet EAA 1544 Kids & Pilots Fun Day

Llano Municipal, Llano, TX

Youth Flight, Camp Out, Pilot Fun, Food, Movie, Vintage
and Home Built Airplanes, lots of fun.

FRI - SUN OCT 4 - 6 RANGER FLY-IN & AIRSHOW No.7

Campout and Barbecue

F23 Ranger Municipal Airport Ranger, Texas, USA

Commemorate 102 years of Ranger Airfield. Visit the air-
field's website <http://rangerairfield.org/> for more info

Distance: 176.8nm

09/14/2013 -to- 09/14/2013

Pancake Breakfast Fly-In (Young Eagle Rally)

New Braunfels - New Braunfels, TX

Fri-Sat 20-21 Sept 2013

Under the Wire Fly-In

Flying V T26 Louis TX

127.8

Sat 21 Sept 0900-1600

Pecan Planation (OTX1) Fly In

180 NM

Saturday, September 28, 2013

10:00am - 6:00pm

SPECIAL ADVANCE NOTICE

November 9, 2013

EAA FlyMART!

We'd like to have the biggest aviation related rummage sale, swap, etc.
in the area. Clean out your hangars and closets and bring your wallets.
If your hangar is like mine—you might want to start now!

AND—the chapter **Chili Cook-Off** and member's meeting to fol-
low.

PUT THIS ONE ON YOUR CALENDAR AND INVITE YOUR FRIENDS!

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K Contact: RB "Doc" Hecker at www.assenddragonaviation.com or tcflyingdoc@yahoo.com (expires Nov 2013)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net (expires NOV 2013)

FOR SALE: Stolp Starduster Too SA 300. Eng. Lyc O320 (160



hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. **MUST SELL- Make Offer.** Call Dan Cerna at (210) 688-9345. (expires SEP 2013)

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153 (expires SEP 2013)

NEW HANGARS FOR RENT @SAN GERONIMO AIRPARK

Available soon - construction is almost complete. 40 FT. Wide x 32 FT. Deep



Reserve one now by contacting either:

Brian Goode
(210)-688-

0420 (727)-709-1159 n9785b@gmail.com -or- Ron O'Dea
(210)-488-5088 r2av8r@gmail.com (expires NOV 2013)

HANGAR SPACE FOR RENT (8T8): I will have a t-hangar (30A) available 6-1-2013 Contact. Doc Hecker. 210-391-1072. (expires Nov 2013)

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 Nov 2013)

For Sale: C-85-12 fresh overhaul with log. Std crank, .015 fresh ground cylinders, new rings, bearings, valves and pistons. \$7000. Dan Martinez. 210-269-1920 (expires Nov 2013)

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 Nov 2013)

For Sale: ROTAX 582 BLUE HEAD • \$4,000 • YOU SNOOZE, YOU LOSE • 582 Blue Head 120 hrs. Runs perfect. Jet Hot Coated exhaust, Stainless Clamps, Warp Drive 3 Blade 68"pusher prop, C box 3:1 with RK400 Clutch, Grand Rapids EIS with all senders .Rotax electric starter. Will include Motor Mounts If needed. Will be on plane a couple weeks if you want to hear run. Contact Chuck Sharrar Sharrc10@hctc.net 210-861-9331 (expires Nov 2013)

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

- **You must be an EAA 35 member.**
- **Ads will run for 3 Months from the last date you re-verify that the item is still for sale. If I do not hear from you the ad will be deleted**
- **PLEASE Notify me when your item sells!!**



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Chapter 35, San Antonio, TX

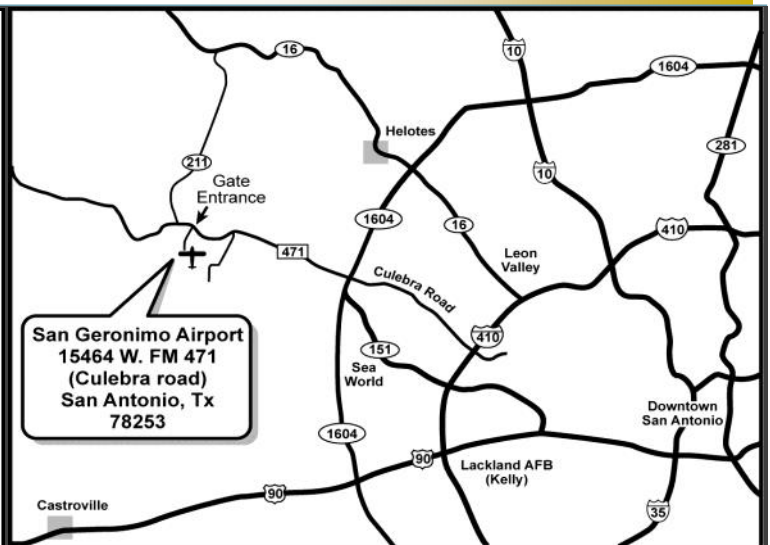
*Chapter 35 meets
Each Second Saturday of the Month*

**September 14th
Chapter Gathering
and Program**

11:30 Lunch

12.30 Program

Chapter 35 Clubhouse at 8T8



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!

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

www.35.eaachapter.org