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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



February 2015

Volume 57 Issue 2

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Next Event

Rebuilding the Wildcat!

14 Feb 2015

Lunch 11:30

Presentation 12:30

Chapter 35 Clubhouse

Runway 35 is published monthly by
EAA chapter 35.
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Those Stinson Kids

Chuck Fisher

Who wouldn't be transfixed?

The young lady was pretty

and full of en-

thusiasm. She

was petite, bare-

ly over 5 feet

tall, a long

haired brunette

with big eyes

and a magical

smile that just

never seemed to

fade. Here was

this young lady,

a girl to most,

meticulously

inspecting an

unimaginably

complex flying

machine that appeared way too big for her

tiny frame. With confidence borne of ex-

perience, she climbed on the tire and drag

wires to find a perch from which to check

the engine, and even higher to see the up-

per wing. Then before the packed audi-

ence she climbed in and flew the beast,

demonstrating ambitious aerial dogfighting



http://upload.wikimedia.org/wikipedia/commons/a/a6/Miss_Katherine_Stinson_and_her_Curtiss_aeroplane_3c06324u.jpg

ma-
neuvres this
crowd might
have read
about, but
certainly
had never

before seen.

This could have been anywhere, as young Katherine Stinson – the performer of the Stinson kids – demonstrated her aerial prowess before audiences across the United States, Canada, Europe, Japan and the Pacific. As WWI raged across the Atlantic,

(Continued on page 6)

Next Event!

Rebuilding the Wildcat

Presenter: Conrad Huffstutler



PRESIDENTS COCKPIT[For Swedish Click Here](#)**NEW MEMBERS**

To all members of EAA Chapter 35 in San Antonio, if you planned to attend the January monthly meeting with the walk-around to different hangars to see airplane buildings and restorations in different stages, you did not miss much. The weather forecast was freezing rain, temperatures around freezing and miserable conditions till before noon. The Board of Directors' meeting was postponed to after the regular meeting and for the regular monthly meeting the decision was made to stay inside the warm and cozy Club House to enjoy a lunch with hot soup and other warm dishes and followed by some oral presentations of different airplane projects in different stages. And, even better, the walk-around to the hangars will be moved to the March monthly meeting combined with a Fly-In, when the weather has to be much nicer. However, the attendance was expected to be around 15 members in that bad weather conditions, but we had close to 60 persons attending. So, the conclusion must be, that to get a high attendance to the monthly meetings, you have to cancel the scheduled program.

At the January monthly meeting, I had the privilege to deliver the EAA Headquarters' Chapter Service Award to EAA 35 Young Eagles Coordinator, Philip Vaneau. Also, with great pleasure I delivered the EAA 35 President's MMXIV Appreciation Award to Ron O'Dea for his major contributions to EAA35 as Membership Chair (including managing the Chapter's Membership Directory, responsible for all deliveries of Newsletter and messages to all members), as Flight Advisor and as Safety Officer as well as pilot of his airplane for Young Eagles flights. A similar Award was also delivered to Philip Vaneau, for his skillful leadership of the Young Eagles activities and the successful YE Rallies at the San Geronimo and Stinson Airports.

As the President of EAA 35 I also had the privilege to, for a second time, apply for the renewal of the Chapter for another year as an official chapter of EAA. This year the application was all digital with a web-site with eight pages to be filled in. You had to fill all the eight pages before you could submit it and you could not save anything, before you pressed the submit mark, which was frustrating. However, we have now been accepted as a Chapter in EAA for another year and have paid the yearly fee and insurance for the Club House, Hangar and our activities during the year 2015.

All the Officers for EAA35 (President, Vice President, Secretary and Treasurer) are elected for two years and, subsequently, did not have to be re-elected this year. And all the other six Board of Director members, the fourteen Chairs of the different Committees and the three Flight Advisors, three Technical Counselors and the Safety Officer kindly accepted to stay in their offices for another year. So, I assume, the EAA Chapter 35 is ready for another year of great activities. But, please, remember, that all these 31 positions are voluntary, and all the work done in these positions during the year, may benefit every member in our Chapter.

The Chapter continues to grow! Please welcome:

Marvin and Misa Cole: Marvin, a retired Army Physician, lives with his wife Misa in San Antonio. He builds and fly's model airplanes and hopes, one, to build an fly one of his own design. You may contact Marvin at marv_cole@juno.com

Wayne and Holly Woldt: Wayne is an engineer of "unmanned aircraft" who lives with his wife Holly in Raymond, NE. He is currently restoring a "46 Ercoupe 415C and hopes to have it flying this spring. Additionally, he has a Cessna A-152 and Scheibe SF-28A. You may contact Wayne at wwoldt@hotmail.com

Greg and Kathy Winters: Greg is an engineer at SW Regional and flies a C-172. You may contact Greg at gwinters@yahoo.com

William Richardson: William lives in San Antonio is an engineer and spent time in the US Navy. He currently has Long EZ and plans to build a Cozy IV You may contact William at wrichardson18@satx.rr.com

J.C. and Akemi Meyers: J.C. is retired military and retired FAA living in San Antonio. He has many ratings including; ATP, CFI, CFII, and Helicopter. He is also an A&P! You may contact J.C. at jim.meyers83@outlook.com

Our Safety Officer, Ron O'Dea, has successfully initiated negotiations with the manufacturer of Pocket Go CO Detector for resale of this carbon monoxide detector to Chapter members through our Country Store for \$99 (instead of regular \$132) plus shipping. The device is very small and will give a loud sound and visual warning, when the carbon monoxide level is increased to dangerous levels enhancing the safety during flight. It is a very good safety initiative, and if you are concerned about carbon monoxide poisoning during flying, you may consider buying one of these devices.

Just before I am writing this, I got the very sad information that our friend and chapter member for a long time Ed Seurer suddenly past away in a car accident. My and our EAA Chapter 35 sincere condolences go to his family.

Next meeting will start with a lunch in our Clubhouse at 11.30 am on Saturday February 14 and will continue at 12.30 pm with a monthly meeting followed by a presentation entitled "Rebuilding the Wildcat" by Conrad Huffstutler. If weather permits, he may arrive by a Wildcat.

Everyone is very welcome to participate in this EAA Chapter 35 event.

Ulf Balldin

CHAPTER BULLETIN BOARD

RESCHEDULED!

Calling All Builders, Pilots and Want To Be Either!

This Event is for you!

EAA Chapter 35 Progressive Lunch and San Geronimo Open House

EAA Chapter 35 will hose a progressive lunch and "hayride" on ~~January 10th~~ ^{March 14th}. For any experimental or general aviation enthusiast, this is a must-attend event.

We'll start with some hearty soups and beverages at the chapter clubhouse, then board carts and trailers for several tour stops on San Geronimo Airpark. Folks around the airpark will throw open the doors and offer an opportunity for you to see all variety of aircraft, both experimental and certificated.

We'll learn about several new projects started since our last tour and check into the progress of several aircraft building projects we last saw a year ago. Several folks on the tour are planning to serve delicious hors d'oeuvres in conjunction with the educational stop. Dress warm, and bring notebook, pen and camera. Between the projects and recipes, you may want to take notes.

And, if you would like to share your story, there may still be time to add your stop to the tour. Please contact your Chapter Vice President at ea35vp@gmail.com.

**February (Valentines Day)
Lunch
Spaghetti!**

**Nancy Mason will lead a Pot Luck
Spaghetti Lunch.**

Bring you best sauce or side!

**Bring a Side or Main dish, Desert,
or Drinks and your meal is free!**



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Hangar Space Available

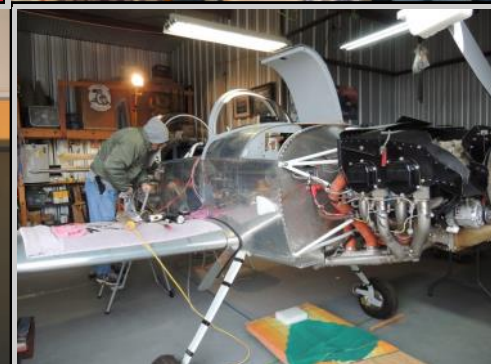
Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space NOW available for a nominal fee. There are no more hangars available at San Geronimo, and you are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072 lewnan@sbcglobal.net gets it—hurry!

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

JANUARY 2015 MEETING





STINSON (CONTINUED)

(Continued from page 1)

the US was just entering the aviation age and there were relatively few pilots at all, and those daring enough to demonstrate complex loops, rolls and aerobatics...didn't do so for very long.

Katherine performed for a living, but she was also an accomplished pilot at a time when pilots were few, and female pilots controversial and almost unheard of. She flew difficult Air-mail routes over some

of the most challenging terrain in the US and Canada, and she was well known as a meticulous mechanic.

Today we can only imagine a time when women only wore dresses, and proper women wouldn't think of turning wrenches on a greasy engine. It'd soil their gloves. So, the very

appearance of a pretty young lady wearing Jodhpurs and boots climbing around in the engine compartment of an aeroplane was, well, unusual – and very independent. Well, the Stinson's were no ordinary family.

The Stinson's may have been a typical family until oldest daughter Katherine was bitten by the flying bug taking a balloon ride. She'd intended to be a concert pianist, but lacked the money to pursue formal training. However, she'd heard about the prizes and pay those early exhibition pilots could make, and figured she could earn her way to a music career by flying. She, somehow, convinced not only her parents to pay for part of her training; but more importantly, she convinced a very reluctant Max Lille, then a renowned instructor, to teach a girl, and a tiny one at that to manhandle the rudimentary flying machines of the time. Under his tutelage, in a Wright B flyer, she became the fourth woman to ever hold a pilot's license.

She was followed by younger Sister Marjorie and her brother Eddie. But it was Katherine who grabbed the headlines. The family built a family aviation company in Hot Springs Arkansas, but as WWI loomed Max Lille was pressed into service

training Army Aviators at Fort Sam Houston. He persuaded his star pupils to join him and soon the Stinson girls were training cavalrymen to fly.

The parade field at Fort Sam, though, was not exactly ideal for flying training. Lined with tents, soldiers and horses, runway incursions probably had a little different meaning then. So, the Stinsons persuaded the City of San Antonio to lease them a 500 acre parcel of flat ground down south of the city. There they began the Stinson School of Aviation and on this ground an airport was born.

Marjorie Stinson became the business-woman. Whereas the press labeled her older sister "the flying schoolgirl", they labelled Marjorie "the Flying School-marm". Marjorie went on to train not only American servicemen but 100 or so Canadian aviators at their School, making San Antonio an international aviation

training center even then. Like Katherine, Marjorie, too, was a serious aviator who also flew Airmail routes and performed for crowds. But the US entered WWI. Civilian flight schools were supplanted by the mili-

tary flying training posts and civilian flying was banned.

Katherine served abroad as a wartime ambulance driver, and in doing so contracted influenza and tuberculosis. After her return she flew occasionally, but eventually became a successful architect. Marjorie trained Canadian aviators during the war, but subsequently as the military training program next door at what would become Brooks Field and Kelly Field became mature, there was little need for Stinson School of Aviation any longer. The school was shuttered in 1917 and Marjorie moved to Washington DC where she continued civilian service with the Army. Brother Eddie became a successful aircraft designer and his legacy abounds in hangars nation-

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Katherine, Eddy and Marjorie Stinson ca 1915
<http://www.sanantonio.gov/SSF/History.aspx>



<http://www.communitycircular.com/articles/stinson-airport.htm>

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wide.

Thus ended a brief, amazing episode in Aviation history. In San Antonio, the Stinson's flight school became a thriving municipal airport, briefly a military training ground, and lives on today as a thriving hub for aviation training with two flight schools and a collegiate aviation training academy. For a century Stinson field has been the legacy of a pair of plucky young women who made aviation history themselves, helped to establish San Antonio as a global aviation industry center, and trained hundreds of aviators themselves.

The year was 1915 and these pioneers accomplished all this in only a couple of years!



EAA Chapter 35 will have the honor of helping the City of San Antonio commemorate the Stinson legacy this year. The City is planning a series of aviation and education themed events through the year

and has asked for our – your- help. The first event will be a huge Young Eagles rally to be held April 18th at Stinson (KSSF). Chapter 35 will be assisted by members of other EAA chapters to provide flights for possibly over 100 kids in a big event under the organizational leadership of Phil Vaneau. We will need “all hands on deck” to fly or assist with ground activities, so please mark your calendars and starting tuning up the planes now!



<http://www.communitycircular.com/articles/stinson-airport.htm>

Through the rest of the year I'll share historical vignettes about the rich San Antonio aviation legacy and keep the chapter up to date on the next big event at Stinson Airport – the second oldest continuously operating airport in the United States (behind College Park Maryland).



Gone West

Ed Seurer

Chapter 35 and the San Geronimo community lost a beloved friend this month. Ed Seurer, long-time publisher of this newsletter perished in a tragic automobile accident.

Ed was one of those folks who was always there for whomever might need him. Members will be hard pressed to think of a chapter event he was not there for.

He lived an honorable life as a veteran and a proud father. He was a man who loved to work with his hands—he could always be found fixing something, rebuilding one of his aircraft, or helping where he could with someone else's. His vast collection of aircraft photos and memorabilia was always a favored stop on our tours, and provided many of the “name the plane” photos these past several years.

Behind the scenes for this newsletter Ed printed every copy, met every month to assemble them, and he hand-delivered them to businesses around town. If you have held a printed copy of the Newsletter, you have been touched by his work. His beloved Tri-Pacer “Carol Ann”, named after his beloved wife, provided first flights for dozens if not hundreds of children.

Ed was a gentle man loved by this community. I suspect he underestimated how important he was, and I am sure he would have been embarrassed to know.

Fair weather and tailwinds always Ed. We will miss you!



MY SOLO

Severo Garza



I recall one early morning climbing through an overcast sky and breaking into clear air. I was in Coast Guard and flying a twin engine jet traveling at 240 MPH. The sun was just rising and barely peaking through the clouds coloring the sky with a reddish-yellow tint. This day was overcast with drizzle below, but

above the grey overcast there was a blanket of reddish colored water vapor being illuminated by a beautiful sun. I leveled the airplane and skimmed the top layer of the clouds, occasionally dipping my wing into the those enticing rolls of vapor; here-and-there were giant popcorn mounds of vapor protruding above that blanket. I would fly the plane around them like playing a game of pylons. Occasionally, I would penetrate those mounds and, after a second-or-two of flying in a gray haze, we would again burst out into the clear air, almost like being born-again. What a lovely experience.....I was glad I had soloed sixteen years previously in Brownsville, Texas.

I don't recall my first flight in a commercial airplane, but I do recall the first flight in a small aircraft. I was about fourteen on a trip into Mexico with my Father. We had been building transceiver radios, which my Father was installing for some Mexican clients. He took me along on this particular day. The only reasonable access to the ranch was by air, so the rancher provided his Cessna 172 for the trip. We took off from Matamoros, Mexico; I was mesmerized the moment we were airborne. The love of flying entered my soul that day.

During the summer of 1966, I had a job at a gas station and had purchased a scooter to get me around. A car had recently hit me (while on my scooter) on Washington and Third Street. The drivers insurance had given me some money to release him from liability. I don't know how legal that was, since I was only fifteen, but I had the opportunity to learn-to-fly, so I accepted the offer. With the cash from the settlement, I drove my little Sears All-state scooter to the airport and stopped at the first hanger I saw, Hemphills' Flying Service. Hemphills' Flying Service was a single hanger Fixed Base Operation situated just south of the airport terminal. I went in and introduced myself to Mrs. Hemphill, she

was at the counter. She was a slender lady in her forties and very proud of the fact that they had just bought a new airplane for flight instruction. She explained to me the cost and regulations associated with obtaining a pilot's license. I was in luck, there was no minimum age to receive instruction, but the minimum age for solo was sixteen, which was just a few months away. The cost was \$7 per hour for the airplane rental and \$3 per hour for the instructor. I told her I was ready. Luckily an instructor, Buddy Ude, was present and she introduced me to him.



Buddy was a former Air Force pilot. He was in his forties, pudgy, round face, scraggly thinning hair, and always smoking a pipe. He had a soft-spoken manner, intelligent, with an obvious love of aviation. He was a part time instructor and made his living at a local nursery growing orchids; I liked him instantly. He was a very good instructor, in my opinion. He was thoughtful, deliberate, and patient, not like those

“screamers” at the Naval Flight School I got to know a decade later. He taught me how to fly with a gentle touch. He would say: You know, women make the best pilots...and you know why?because they handle the airplane with tender movements of the controls. So he proceeded to demonstrate by maneuvering the airplane through the sky in a series of steep climbing and descending turns with smooth gentle movement of the controls; I later learned this maneuver was called a “Lazy Eight”. Flying that maneuver was like being a seagull, so graceful and so natural. I was impressed and enchanted by the airplane, it's aerodynamics, and it's response to such gentle movements by the pilot. Buddy Ude taught me well and passed along his love of flying.

I continued with the flight instruction through the summer of 1966 and accumulating about 10 hours of flight time by late August.....I passed my 16th birthday on the 14th. I had been instructed on all the flight maneuvers and had recently mastered the “art” of landing and, I must say, after some difficulty; I was more like a Dodo bird than a seagull. One clear Saturday morning in early September I was training with Buddy, we flew outside the traffic pattern and practiced emergency approach-to-landings, then came back to Brownsville Airport for touch-and-go's. We did several practice landings and then he instructed me on how to salvage a bad landing, i.e., bouncing severely. From that training, I should have figured what was going to happen

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SOLO (CONTINUED)

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that day. After we finished training, like usual, we taxied back to the hanger. As we were approaching the terminal he said something unusual: stop over there, pointing to the terminal. When I got to the terminal and stopped, he opened the door and got out of the airplane. He said: go on by yourself and have fun, just remember to approach the airport from the water-port.....that will set you up for runway 13 and he closed the door. I figured, welllllllll this must be my solo flight; I was very perceptive at sixteen.HAHA!!!

So I taxied back out to the runway and did my run-up; called the tower for clearance and took the active runway and started my rollout; the airplane lifted off quickly and I was in.....E-C-S-T-A-S-Y. The concept of being alone and in control of the airplane combined with the glorious feeling of being airborne was fantastic. It was self-actualization, it was like my first kiss, it was like a glorious embrace by well-endowed young lady, it was indescribable.....I fell in love!!!

This was my first solo but it was also the first time I could do-or go- wherever I wished in an airplane. So I flew straight out to the Rio Grande River and followed it's meandering path to the Gulf of Mexico; flew low along Boca Chica Beach and across the jetties, there is nothing more beautiful than the meeting earth and ocean; I flew along Padre Island and the Laguna Madre; over the Causeway and Port Isabel; performed S-turns along the ship channel and the shrimp basin. When I got to the water port, I called tower telling them I was inbound for landing. Just like Buddy said, it set me up for a good approach to runway 13. On final, I idled the engine, set full flaps, descended at 60 knots, flared to a perfect three-point landing.....I was truly in love, life was good, and I was only sweet sixteen!

Thirty five years later I am laying in a hammock in the Texas Hill Country when an Eagle soars overhead barely skimming the treetops. It had its wings spread (about three feet), its tips flared, and gliding so effortlessly. It banked gently directly overhead, cocked its head, and...WINKED! somehow the eagle knew we shared the sky...WHERE EAGLES FLY

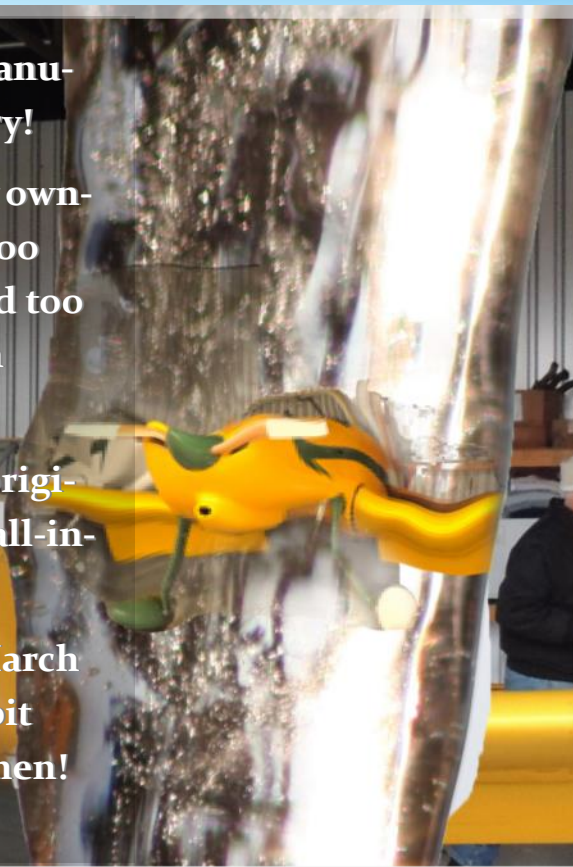
**OPEN HOUSE RESCHEDULED**

Between the icicles and the cold drizzle, the January Open House did indeed feel like....January!

Although we had a superb turn-out and many owners did open hangars for folks to view, it was too wet to safely conduct our annual "hayride" and too cold to really enjoy spending time in the open hangars.

So, we enjoyed an ultimate Pot-Luck of food originally intended for the progressive lunch and all-in-all the meeting was a superb success.

The Open House will be rescheduled to the March meeting when we hope the weather will be a bit more cooperative! We hope to see everyone then!



Your Health—BY THE NUMBERS – ACCIDENTS STATS FOR 2014

RB “Doc” Hecker
FAA HIMS/IMS Senior AME 20969

One of the most compelling ways to judge aviation safety is to look at accidents statistics, especially when they are looked at longitudinally, such as over a ten year period. The National Transportation Safety Board (NTSB) set a the General Aviation (GA) target for the reduction of the fatal accident rate per 100,000 flight hours by 10 percent for the period of 2009-2018. The fiscal year (FY14) fatal accident number target for 2014 was set at 251, and the actual preliminary figure was reported in September of this year at 250 / 100,000 flight hours – one less than the not-to-exceed target for 2014. Although the goal appears to have been met, we should be doing better at this.

The good news is that the number of civil aviation accidents fell approximately 16 percent from 1,539 in 2012 to 1,297 in 2013. As far as statistics for GA went, there was a decrease in all measurable parameters with the total number of GA accidents decreased by 249 in 2013, but GA was still tagged with 1,222 of the reported 1,297 total accidents – an unfortunate but still high 94 percent. As a hopeful measure of continued decline in the accident rate, the number of fatal accidents was 221 with 387 total fatalities in 2013. The accident rate of 5.85 / 100,000 flight hours was also a small decline from the previous year.

As this information has been heavily borrowed from published sources, you are encouraged to review the 2013 statistical tables showing accidents, fatalities and accident rates for the major sectors of U.S. Civil Aviation at: <http://go.usa.gov/paX5>.

Another way to measure aviation safety is through medical programs. The Federal Air Surgeon (FAS) was tasked by Congress to run the FAA drug testing program for FAA employees and many aviation professions working under the rules of 14 CFR parts 121 and 135. It is interesting to note that the FAS reported that on average, an astonishing ~ 2,000 airman per year failed a random (DOT drug test) substance screening examination. Since GA pilots operating under 14 CFR part 91 are not required to undergo DOT drug test screening, we do not have hard statistics for them, but as such, this program acts as a loose surrogate for monitoring alcohol and drug usage amongst the aviation community as a whole.

As a corollary, the Civil Aerospace Medical Institute (CAMI) division of the FAA conducts forensic toxicology screening after fatal accidents that show a similar use pattern of alcohol and drug usage amongst pilots. Per the FAS November/December 2014 Aeromedical Advisory, the CAMI reported

on 3,756 GA fatal accidents during the period of 2000 and 2013 and found that 976 (26 percent) were positive for either disqualifying medications, drugs of abuse, alcohol or some combination of the above. Specifically, drug abuse was noted in 202 accidents and the presence of alcohol was noted in 115 accidents. Data provided to the NTSB by the CAMI for the period 1990-2012 that focused on over-the-counter (OTC), prescription and illicit drugs found that of the 6,677 pilot who died in aircraft accidents, the percentage of those testing positive for potentially impairing medications had doubled from 11 percent to 23 percent. It is obvious that flying while using alcohol, medications or illicit substances remains a real problem for the GA community.

So...how do we stay safe, especially with minor illness or recent social alcohol activities? If we are under a physician's care with medications, we should either not fly or consult with our AME for advice. Many prescribed or OTC medications are potentially sedating, or may have uncommon but real side effects that may impair our ability to safely operate aircraft. The concept of half-life of these medications should be reviewed. The half-life of a drug is the time it takes for a medication to have 50% of its activity removed by the body. It is commonly held that 5 half-lives is a safe time period as only 3 percent of the drug should remain. Of course, waiting 7 half-lives would ideal as less than 1 percent of the drug would remain. All of us have been taught that “bottle-to-throttle” should be at least 8 hours. Any vestige of a “Hang Over” should be recognized as alcohol impairment. In my opinion, it would be far better to wait 24 hours to be sure.

Safety is our individual responsibility. Medical education is our shared responsibility. Your AME is there to assist you with aeromedical questions and advice. I much prefer a telephone call or e-mail conversation to reading about another statistic. Besides, I always enjoy speaking with another pilot!

Just remember the 4“P”s for a safe landing– Pitch, Power, Patience and Prayer!

Editors Note: Please congratulate Doc Hecker on earning his IA Certification!

RB “Doc” Hecker (SRA 5171) is a FAA Senior HIMS/IMS AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds certificates for CFI Single Engine Land & Sea, Commercial Pilot ASEL, ASES, AMEL, AMES, Glider, B-17 SIC and Instrument Airplane along with an A&P Mechanic Certificate.



THE BUILDER'S CORNER

HOW MANY MOTORS?

Mark Julicher

Current English usage does not differentiate engines from motors so much as it did in older lexicons, but in this article I am asking how many electric motors are in your plane? More importantly to you the owner/pilot, what do the motors do? What can you do to keep the motors doing what they do? What is the consequence if the motors don't do?

Lets use the ubiquitous Cessna 150 as an example for discussion. How many electric motors does it have? There is no single answer because there are too many variables, but for the most part a Cessna 150 has one electric motor spinning the turn and bank gyro and another one powering the flaps.



Cessna Flap Motor and Drive

Photo Credit; aircraftpartsandsalvage.com

How about a Cherokee 140? No flap motor there, but add an electric fuel pump to the turn and bank – so still at least two electric motors.

You have electric trim or an auto-pilot? That means ser-

vomotors. Your landing gear are retractable? They may be electric, or hydro-electric. How about cooling fans on various avionics? By the time our example aircraft is a family sized cruiser it may have dozens of motors. A passenger jet has hundreds of motors.

So what is in a motor? A typical motor has an armature, bearings, gearboxes, brushes, wires, and motor mounts. Maybe the motor in question drives pulleys and belts or maybe it drives a flex shaft or maybe a bicycle chain. Now we are talking maintenance! (You knew where this was going right?) What does it take to maintain an electric motor?

Preflight inspection is not too difficult. Motors should be exercised and the operation and sound of the motor noted. When a motor runs smoothly that is good, when it sounds like a spoon in the disposal that is not good. But beyond the obvious, to what should the owner/operator pay attention? The following paragraphs have things to consider when you inspect/preflight a motor.



Armature showing windings and commutator

Photo credit; Epstein Associates-KgAPE

Wire connections and switches should be secure. Motors should be clean and mounting bolts should be firm. Looseness of any kind can cause mechanical failures and electrical arcing to develop. A loose motor can flog itself to death and probably mangle other expensive parts in the process.



Worn Brush/New Brush

Photo credit; gulfelectricequipment.com

A dirty, oily motor usually has a short life. Dirt causes wear on bearings and brushes. Dirt conducts electricity to places where it should not go. Dirt causes drag on gears and actuators making the motor work very hard.

Scratches on a commutator or brushes that are worn to nubs are indicators that maintenance is required, but these are not always easy to inspect. If you can't take your blender apart

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BUILDERS CORNER (CONTINUED)

(Continued from page 11)



New Commutator

Photo credit; sourcingmap.com

then don't try opening a flap motor. However, the manufacturer put some great information in the service manual. Life limited components are listed in the service manual. Inspection techniques are described in the service manu-

al. For example, the retraction time for the landing gear or the extension time for the flaps may be called out in the service manual. Too long to retract may mean a weak battery or a weak motor. If you look carefully you will find that the overhaul time for a

Beech Bonanza gear motor is 500 hours. If you are going to purchase a Bonanza with 800 hours since the gear motor was serviced, that might be a price negotiating point. The Cessna service manual has some specific instructions regarding the flap motor and jackscrew assembly. If you are looking to purchase a schoolhouse Cessna 172, you might want to look harder at the flap drive that has seen many more operating cycles than a Sunday flyer.

What about lubrication? It depends. Older generation equipment had lubrication points, but many new style motors have sealed bearings. Once again, read the service manual. The same with gearboxes, flex shafts, and bearings. Maybe they get lubricated and maybe they don't. And what sort of lubricant do they use? If you mix Aeroshell, Mobil, and Exxon grease and find out you created a new formula for epoxy - well you need a deep pocketbook. When a motor (or its gearbox) is in need of lubrication it tends to work too



New Brushes

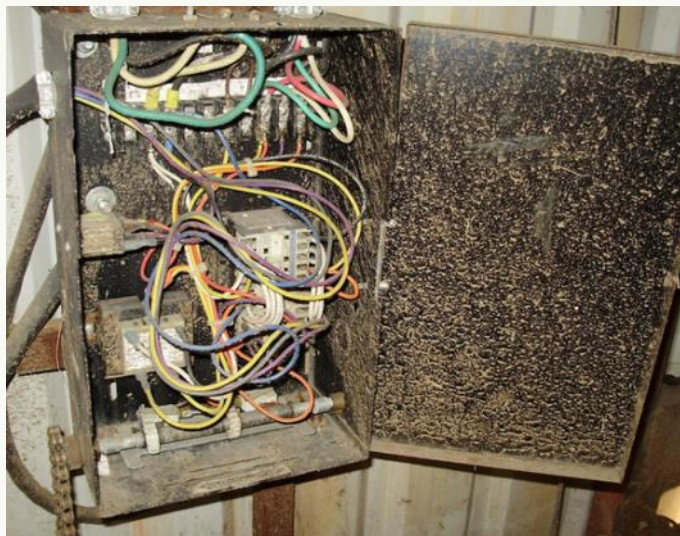
Photo credit; Makita

hard. When it works too hard it gets hot. When a motor gets hot it will draw too much current, pop a breaker, or burn up.

What about consequences? This topic could (and should) occupy many hours of hangar flying. Consider just a few scenarios:

- Your flap switch is intermittent but it works OK if you hold it just right. You are at a short field. At dusk. Deer appear on the runway and you can't go around with full flaps...
- The gear motor died at the final approach fix. In hard IFR. You just popped out of unexpected icing and a missed approach is not a good idea...
- Your cooling fan died. GPS overheating is causing the screen to blackout. The backup approach is a VOR Alpha. Weather is 500 and 2...

One last word. The next photo shows about \$2000 damage. Splashing rainwater hit the OPEN electric control box for this hangar door. No, it does not work anymore. Is the motor burned out? I don't know yet. Are the components in this box ruined? I'm not yet sure. In electrician's language, this is a SWAMP - Severe Wind and Moisture Problem. SWAMP plays havoc with electrical items - remember this: most of your plane is a SWAMP.



Hangar door motor controller.

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



JANUARY MYSTERY PLANE REVEALED

Doug Apsey

Either everyone was just too busy with the holidays to try to figure out our January mystery plane or I picked a tough one (or maybe you're just getting tired of these articles). Anyway, no one sent in a response this month.



The answer is the Lockheed L-402, or the LASA-60, or the AL-60 or the Atlas C4M.

The prototype L-402 first flew in September of 1959.

Lockheed decided not to try to market it in the US but established a subsidiary in Mexico to manufacture it as the Lockheed/Azcarate LASA-60. A total of forty-four LASA-60's were built in Mexico (18 for the Mexican Air Force) before the manufacturing rights were sold to Aeronautica Macchi of Italy.

This company designated it the AL-60 and developed several models of it including the AL-60B-1 Santa Maria powered by a Continental IO-470-R, the AL-60B-2 Santa Maria powered by a Continental TSIO-470-B, the AL-60-C-5 Conestoga powered by 340 hp Piaggio-built Lycoming engine and finally, the AL-60F-5 Trojan powered by a 400 hp Lycoming IO-720-A1A engine. While originally designed with tri-cycle gear, there was a tailwheel version of the C and F models as well. Approximately 100 AL-60's were built by Aeronautica Macchi before it suspended production in 1972.

The Atlas Corporation of South Africa resumed production of the AL-60C-5 version of this airplane from 1974 through 1979 for the South African Air Force where it was known as the Atlas C4M Kudu.

Lockheed's goal for the L-402 was to develop a 4 to 6 seat

light utility transport aircraft specifically aimed at the South American market. The L-402 could easily be converted from passenger to a cargo hauler configuration or even an air ambulance capable of carrying two litter patients. The wingspan of all models was 39 feet, 4 inches and overall length was 28 ft., 10 inches. The F model had an empty weight of 2299 lbs. and maximum takeoff weight was 4490 lbs. Cruise speed was listed as 148 knots but one source I read reported that could only happen if the plane was headed straight down! That same source stated that the typical rate of climb equaled the curvature of the earth but Wikipedia lists the ROC as 840 ft./min. Stall speed is listed at 46 knots with full flaps.

Perhaps the most surprising feature of this airplane is who originally designed it. The designer was none other than Al Mooney! It was number 22 of the 23 designs he is credited with. I can't believe ole Al let this go into production with the tail on backwards!

Sources for the article include Wikipedia, Aviastar.org and Adastron.com



Photo from Adastron.com

NAME THE PLANE

Doug Apsey

Ok, this one should be a little easier since some of us have been around long enough to remember when these were flying. Most of you will easily guess the airframe but who will be the first to tell me:



What company built it?

What is its military designation (be specific – what model is it)? i.e. C-172, PA-24, etc.

What was its name? i.e. Skyhawk, Cherokee, etc.

What mission did it serve?

Bonus question #1. What was the code name for that mission?

Bonus question #2. Name one of our distinguished chapter members who flew these?



Photo from Aircraft.co.za



Country Store

Brian Goode

NEW ITEM FOR THE COUNTRY STORE

In the past two issues of this newsletter, Mr. Ron O'Dea, our esteemed Safety Officer, has written articles regarding the effects of Carbon Monoxide poisoning. As a result of his research and articles, he has secured a big discount for our members and the Board of Directors has authorized the purchase of ten (10) "POCKET CO - CARBON MONOXIDE DETECTORS". These units will be sold to our Chapter 35 members at a **very significant savings!** \$108.17 each.



Editors Note: These are \$139.99 + \$7.95 shipping on Amazon.com

"Pocket CO Model 300", the world's smallest renewable Carbon Monoxide detector. Designed by leading engineers in the air quality and gas detection industry, and built using cutting edge nanotechnology, "Pocket CO" is advanced enough for use by industry professionals but still incredibly simple to operate. Tiny enough to fit on a keychain, and weighing under 1 ounce, "Pocket CO" is an easy and affordable way to detect and monitor CO at home, away, or on the job.

Please call and reserve one for yourself before they are all sold. Brian (727)-709-1159, ladygoode@msn.com or N9785B@gmail.com.

Here are some of the features and benefits of the "POCKET CO DETECTOR"

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- Reports average exposure, total exposure, maximum exposure
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- Replaceable battery

Portable Protection from Deadly CO. Each year tens of thousands of people across the U.S., and even more globally, are poisoned by the toxic gas Carbon Monoxide (CO). These people include small airplane pilots, recreational boaters, truck drivers, students, firefighters, miners, scuba divers, homeowners and renters, and even families on vacation. This invisible gas can kill in just minutes, and non-fatal poisonings can leave victims violently ill. Countless more suffer mild symptoms every day, and possibly long-term health effects, from repeated exposure to low-levels of CO in their jobs or homes.

SHIRT NEWS

The latest Fishing Shirt order has been distributed, except for one ladies short sleeve shirt that was ordered by a guest at a function who has since refused to pay for it. Therefore, we have one ladies short sleeve yellow shirt in inventory.

If you forgot to place an order for a new shirt, we now have six (6) shirts in inventory, so stop by the Country Store at the next meeting and pick one up.

Here's what we have in inventory. They are mostly men's sizes:

Short Sleeves – Yellow – Large and Extra Large men's, Ladies' short sleeve – XL, Khaki – Large men's, Royal Blue – Extra Large men's,



Country Store (Continued)

Long Sleeves – Sky Blue – Medium men's. All of these shirts are now priced at \$43.00.

DONATED ITEM

We still have the donated Cessna Flight Training Sport / Private Pilot Course.

This is a King School produced, on line learning program.

The original price for this course was \$379.00. The Country Store has possession of the kit and

will gladly place it into the hands of the first person who comes up with a reasonable donation. Please contact Brian at (727)-709-1159, or email ladybgoode@msn.com, or N9785B@gmail.com.

CESSNA FLIGHT TRAINING

Sport / Private Pilot Course

"To most people, the sky is the limit. To those who love aviation, the sky is home." – Alcock

Have you dreamt of becoming a pilot? Make it a reality! Cessna proudly announces an all new scenario-based flight training course, developed exclusively for Cessna by the experts at King Schools. This web-based course provides everything you need to obtain your Sport or Private Pilot Certificate. It's been designed to provide you with the knowledge, skills and confidence to embrace your future in aviation.

This course is for the pilot who is training in either a technically-advanced full-glass cockpit airplane or in an airplane with analog gauges. The training includes videos and full-motion diagrams of the course material, plus a complete FAA knowledge exam review program—and it's available anywhere you have Internet access. Your personal login will maintain a record of which sessions you have completed and will allow you to continue where you left off if you are interrupted. And the course never expires, so you'll have access to all of the in-depth knowledge sessions and flight reviews until you review important topics well after you have completed your training.

\$379.00

LOG BOOK TOTE BAGS

We still have a few log book bags available. They are good for storing your aircraft log books, and for general toting around of your laptop computer, iPad or personal "stuff" when traveling.



These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17" wide X 13" high x 4.5" deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

Pocket Carbon Monoxide Detector	Limited supply	\$108.17
"Fishing Shirts" (Inventory) 4 Men's	Short sleeve	\$43.00
1 Men's	Long sleeve	\$43.00
1 Lady's	Short Sleeve	\$43.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Young Eagles Tee Shirts	Youth Sizes	\$5.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$4.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
		\$11.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	\$16.00
	Quart -32 Oz	\$65.00
Mop Head with Pads	Washable	\$11.00
Scrubbing Pad with Handle	Reusable	\$43.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

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2014-15 EAA Chapter 35 Leadership



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The

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CHAPTER CALENDAR

FEBRUARY	14	LUNCH MEETING Rebuilding the Wildcat Presenter: Conrad Huffstutler Possibly arriving by Wildcat	Lunch 11:30 pm Meeting/Program 12:30 pm
	21	<i>Fly-out Event – Garner Field Lunch and Warbird Tour</i> 	8T8 Wheels up: 11:00 am Arrive KUVA ~ Noon
MARCH	14	Rescheduled: Third Annual San Geronimo Open House Lunch was awesome, thanks to our hosts, but we haven't seen the planes!	EAA Chapter 35 Clubhouse Noon to ???
APRIL 	11	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	8:00 - 10:00 am 10:30 am
	18	<i>Young Eagles Rally – Stinson 100-Year Anniversary</i> <i>*All hands on deck!*</i> 	<i>Pilot/Safety Brief 8:00 am</i> <i>Rally Begins 9:00 am</i>
MAY	9	SPRING CLEANING! Yard/Chapter Building Work Party	10:00 am – 12:00 pm Lunch Served at Noon
	23	<i>Fly-out Event – Mooney Factory Tour</i> 	8T8 Wheels up: 11:00 am Arrive KERV ~ 11:30 am
JUNE	13	 ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to ?
JULY 	11	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	8:00-10:00 am 10:30 am
AUGUST	8	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Presenter: TBA BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	 CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

EAA 35 Holiday Luncheon

For Sale Aerosport Quail- -N56JT- - A very rare homebuilt.



Only 3 flying that I can find. Built 1977---TTAC-466.0 hrs.-- Cruise 110 mph, fuel burn 3.5 gph . All Metal, Cantilever Wings---VW 1600 cc Engine--59.5---SMOH---

Prop 11.8 TT; VFR Instruments and GPS---Hand Held Radio w/ Headset; BRS 900 installed* (re-pack due) or remove and have 20lb baggage. Sale Price -----\$ 8,500 OBO Fresh condition inspection included with purchase! Contact: Dave Baker-Ph-210-410-9235, e-mail: iflyaerosport@sbcbglobal.net *(expires MAR 2015)*

Reduced for quick sale!! **Garmin 796**, Brand New. COMPLETE with all accessories, \$1500 (MSRP \$1999 + tax). **Icom A24** Handheld radio, complete with power adapter headset adapter. Brand New. \$250 (MSRP \$350 + Tax & S/H). Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 500 ea. **Teeter**



Ra- and

Hang-Ups Exercise equipment ---Like New. \$ 550, **DAVID CLARK Headsets**- Make Offer. Contact Jeanette Hunt at 210-688-9264 or e-mail JaNet3679@aol.com. *(expires MAR 2015)*

REDUCED PRICE-\$17,000.00! 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. Just spent over \$2K, new mag, carb cleaned, new throttle cable, etc. **MUST SELL**, Call Dan Cerna at (210)

688-9345. *(expires MAR 2015)*

To post a classified—contact the editor at eaa35news@gmail.com

- **You must be an EAA Chapter 35 member.**
- **Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.**
- **PLEASE Notify me when your item sells!!**
- **You must contact the editor by e-mail or phone to extend your ad beyond the expiration date**

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>
- International Council of Air Shows**
<https://www.airshows.aero/Page/ASCalendar>

February 15th **Stars & Stripes Air Show Spectacular**
Laredo Intl Airport (Maher entrance)
<http://wbcalaredo.org/homen18/events/2015-events/3276-wbca-stars-and-stripes-air-show-spectacular-sponsored-by-miller-lite.html>

Feb 19 **IMC Club Monthly Chapter Meeting**
6:00pm - 9:00pm
San Marcos, Texas

21 Feb **Chapter 35 Fly Out**
Garner Field (Uvalde)

Apr 10-12, **Llano, Texas (KAQO)**
Texas STOL Roundup
Llano Municipal

April 18th - 19th **NAS Corpus Christi Air Show**
NAS Corpus Christi, TX
USN Blue Angels



May 1st - 3rd **Central Texas Airshow**
Temple, TX

May 2nd - 3rd

Dyess Big Country Airfest
Abilene, TX
USAF Thunderbirds
US Army Golden Knights



June 6th - 7th

The Heart of Texas Airshow
TSTC Waco, TX

August 29th - 30th

Commemorative Air Force AIRSHO 2015
Midland, TX
USAF Thunderbirds



September 12th - 13th

Fort Worth Alliance Air Show
Fort Worth, TX
USN Blue Angels
Breitling Jet Team
SHOCKWAVE & Flash Fire Jet Trucks



September 26-27

Red Bull Air Races
Texas Motor Speedway



October 17th - 18th

Wings Over Houston Airshow
USAF Thunderbirds
Commemorative Air Force
Breitling Jet Team



Oct 30th - Nov 1st

Alamo Air Show & Open House
San Antonio, TX
US Army Parachute Golden Knights
Ace Maker Airshows
USAF Thunderbirds
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

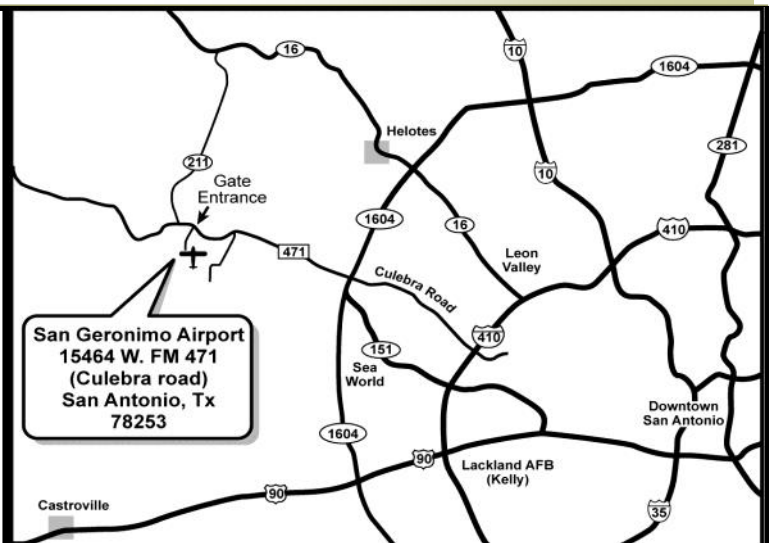
Rebuilding the Wildcat!

14 Feb 2015

Lunch 11:30

Presentation 12:30

Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

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

www.35.eaachapter.org

PRESIDENTER COCKPIT[For English Click Here](#)

Till alla medlemmar i EAA Kapitel 35 i San Antonio,

Om du planerat att närvara januari månadsmöte med walk-runt till olika hangarer att se flygplan byggnader och restaureringar i olika stadier, har du inte missat mycket. Väderprognosen var underkylt regn, temperaturer kring fryshöjd och eländiga förhållanden tills på förmiddagen. Styrelsens möte sköts upp till efter det ordinarie mötet och för regelbundna månatliga mötet beslutades att stanna inne den varma och mysiga Club House att njuta av en lunch med varm soppa och andra varma rätter och följs av några muntliga redovisningar av olika flygplansprojekt i olika stadier.

Och, ännu bättre, walk-runt till hangarerna kommer att flyttas till mars månadsmöte i kombination med en Fly-In, när vädret måste vara mycket trevligare. Var dock närvaro förväntas vara cirka 15 medlemmar i ett dåligt väder, men vi hade nära 60 personer deltar. Så måste slutsatsen bli, att för att få en hög närvaro på de månatliga möten, måste du avbryta det planerade programmet. Vid januari månadsmöte, hade jag förmånen att leverera EAA högkvarter "Kapitel Service Award till EAA 35 Unga Örnar samordnare, Philip Vaneau. Också, med stor glädje jag levererade EAA 35 presidentens MMXIV Värdering Award till Ron O'Dea för hans stora insatser för EAA35 som Member Chair (inklusive hantering av kapitel medlemskap Directory, som ansvarar för alla leveranser av nyhetsbrev och meddelanden till alla medlemmar), som Flight rådgivare och som säkerhetsansvarig samt pilot på hans flygplan för Unga örnar flyg. En liknande Award också levererats till Philip Vaneau, för hans skickliga ledning av Unga Örnar aktiviteter och de framgångsrika YE Rally på San Geronimo och Stinson flygplatser.

Som president EAA 35 Jag hade också förmånen att, för andra gången, ansöka om förnyelse av kapitel för ytterligare ett år som en officiell kapitel i EAA. I år ansökan var allt digitalt med en webbplats med åtta sidor som ska fyllas i. Du var tvungen att fylla alla åtta sidor innan du kunde lämna den och du kan inte spara något, innan du tryckte på skicka märket, vilket var frustrerande. Vi har dock nu accepterats som ett kapitel i EAA för ett annat år och har betalat årsavgiften och försäkring för klubbhuset, Hangar och våra aktiviteter under året 2015.

Alla Officers för EAA35 (VD, vice VD, sekreterare och kassör) väljs för två år och därefter inte behövde bli omvald i år. Och alla de andra sex Styrelsens ledamöter, de fjorton ordförandena i de olika kommittéerna och de tre flyg Advisors, tre tekniska rådgivare och den säkerhetsansvarige vänligt accepterat att stanna i sina kontor för ytterligare ett år. Så, jag antar, är EAA Kapitel 35 redo för ännu ett år av stora aktiviteter. Men, snälla, kom ihåg, att alla dessa 31 positioner är frivilliga, och allt arbete i dessa positioner under året, kan gynna alla medlemmar i vårt kapitel.

Vår säkerhetsansvarige, Ron O'Dea, har framgångsrikt inlett förhandlingar med tillverkaren av Pocket Go CO-detektor för återförsäljning av denna detektor kolmonoxid till kapitel medlemmar genom vår Country Store för \$ 99 (istället för vanlig \$ 132) plus frakt. Enheten är mycket liten och kommer att ge ett högt ljud och visuell varning när kolmonoxidnivån höjs till farliga nivåer som ökar säkerheten under flygningen. Det är en mycket bra säkerhetsinitiativ, och om du är orolig för kolmonoxidförgiftning under flygning, kan du överväga att köpa en av dessa enheter. Precis innan jag skriver detta, jag fick mycket tråkigt informationen att vår vän och kapitelmedlem länge Ed Seurer plötsligt gick bort i en bilolycka. Min och vår EAA Kapitel 35 uppriktiga kondoleanser går till hans familj.

Nästa möte kommer att börja med en lunch i vår Clubhouse på 11:30 på lördag 14 februari och kommer att fortsätta klockan 12.30 med ett månadsmöte följt av en presentation med titeln "Rebuilding Wildcat" av Conrad Huffstutler. Om vädret tillåter, kan han komma med en vildkatt.

Alla är varmt välkomna att delta i denna EAA kapitel 35 event. Ulf Balldin