



November 2012

Volume 54 Issue 11

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Next Event

Nov 10th

Chili Cook Off!

EAA Club House

17:30 Dinner

18:45 Presentation

Nelson Amen

Starlite

Runway 35 is published monthly by
EAA chapter 35.
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History by Air

Chuck Cluck

The other day I was fortunate to find one of Texas' less known treasures – Old Fort Parker, located between Mexia and Groesbeck, just a few miles NE of Waco.



As it happened, on a perfect Monday morning, cool and clear, I flew from San Geronimo to Ft. Worth to drop a friend at Hick's Field. From there, my next official stop was College Station, but I didn't need to be there till Tuesday, so I decided to stop overnight along the way at Old Fort Parker.

The old fort is actually the fortified family compound of the Parker family, famous in Texas lore as the site where 9 year old Cynthia Ann

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Finishing the Job

Chuck Fisher

So the project is done. Well, of course we all know it is never done. But, here is your baby naked in bare aluminum or finely finished white cloth glory. Now what? There were instructions and guidance for every step, up till now. Now, for the final appearance, the defining look of your hard work – you are flying solo.

I recently had a chance to meet an on-airfield expert who can not only help guide you through your decision making, but who can help you finish the aircraft (or any other vehicle) of your dreams. Kris Niswonger is quiet,



understated President and CEO of Starship designs LLC based on San Geronimo Airpark (8T8). A dedicated EAA 35 supporter, I had met Kris at our meetings and

Continued on Page 4

Featured Speaker

Nelson Amen

*My Starlite, A Forced Landing
And The Rest of the Story*



PRESIDENT'S COCKPIT

Nelson Amen

Chapter 35 President



Our Board of Directors completed a meeting on October 13th, taking action on several items for our Chapter. Included were the following:

An update to our By-Laws that will allow the Board to meet and vote electronically. This amendment will need to be approved by the general membership at our Annual

Meeting (November 2012)

The cost of monthly meals is increasing past the \$5 per person we are collecting. This will be raised to \$7 per person starting January 2013.

We will re-initiate the 50 / 50 cash raffle at our monthly meetings. To join in the fun it's only \$1 per ticket, or six for \$5. Our winner at the October meeting walked away with over \$30 !!

Several action items were also discussed:

We have set a goal of acquiring a projector for our presentations. Hopefully a member knows of a working unit that is available and can be donated to the Chapter. If we are not successful finding a used unit, the Chapter will start a fund designated for the eventual purchase of a projector.

I volunteered to review the many records of the Chapter and index the materials to allow us to utilize historical information as a resource.

All Board Members and Chairpersons are asked to draft their list of job duties; we have a great team of volunteers performing critical tasks, but admittedly do not know all that is being done "behind the scenes" for our Chapter's success.

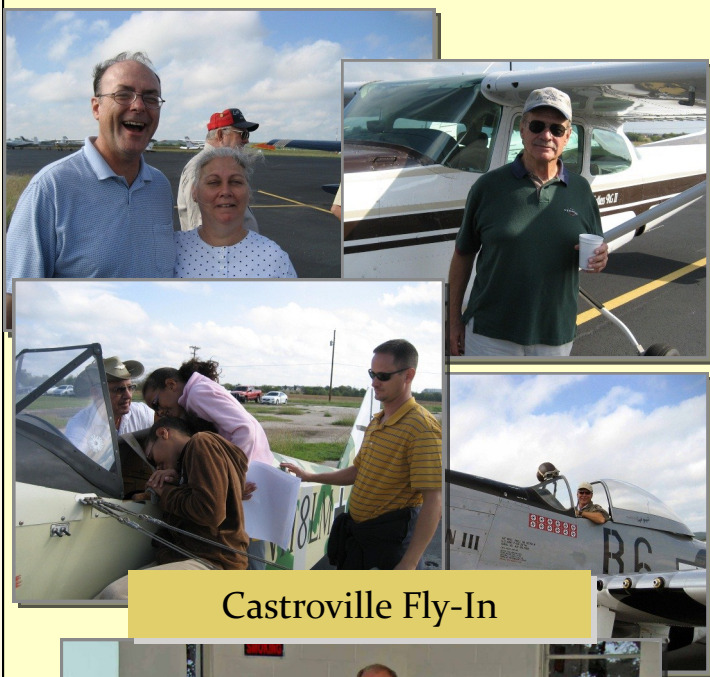
The Chapter will be creating a hold harmless agreement form to cover activities performed in the Chapter hangar.

Our November 10th meeting includes our annual World Famous Chile Cook-off (5:30 pm - - be there!!) and a presentation (6:45 pm) by Mark Brown and I concerning my engine out during take-off, the eventual crash back onto the runway, and my interactions with the FAA and NTSB after the incident. I have a lot of information to share you will, hopefully, never need after a flight.

And next up will be the Christmas party on December 8th. There goes 2012!

Be safe, fly safe, taxi safe, fly happy,

Nelson Amen



Castroville Fly-In



John Kent, October Meeting



~~OLD~~ Young Eagles Oct 2012

HISTORY (CONT)

Parker was abducted by Comanche in 1836. She was adopted by them and lived as a fully integrated member of the tribe, marrying a chief and raising a family till she was recaptured by Texas Rangers in 1860. I say recaptured because she truly was Comanche by then and absolutely didn't want to live among the whites, but the details of this story are best learned by a visit to the park.

And it's easy to visit – the fort is adjacent to an airfield with a 2000' foot groomed grass landing strip, with shaded areas for tying down a plane only a few yards from the fort entrance.

Although the strip, officially known as the Fort Parker Flying Field, is not on a sectional, it is easy to find – it is just about exactly 1 mile due south of the Groesbeck VOR (GNL). And that's easy to find because it lies between the arms of a horse-shoe shaped pond 3 miles south of the Mexia-Limestone Co. airport.

I called ahead and spoke to the PFFF “manager”, Darius Farmer. Not only did he give permission to land and tie down, but he got me connected to the park manager to reserve a room. Then he went out and graded and rolled the runway before I got there, to flatten out the mole-hills. Now that is some remarkable hospitality in itself, but when I arrived, I got a tour of the field, keys to a golf cart and one of the ranch trucks in case I might want to drive into town for a bite to eat.

I never did drive the truck because Sara, the park manager, had some left-overs from the weekend activities. Once a month the park hosts a Cowboy Action Shooting competition and there were a lot of left-overs – I was given a six-pack of grilled ham-n-cheese sandwiches, a bag of corn chips and another of potato chips, a bag of pickle slices for the sandwiches, a box of lemon cake and brownies and a couple of sodas.

I got settled into my room, roamed the grounds and then sat out on the veranda with my vittles for a delightful repast. Darius had gone off to collect the Flying Field's owner Jed from the commercial airport, and when they returned we

had a good chat in the coolness of the evening air.

They are a fascinating couple of guys, with a wealth of stories, but they are their stories, so I won't be telling them here. I will say that they truly want to see little airplanes parked by the trees and they are as welcoming as anyone I've ever met.



Jed's goal is to make the PFFF a destination for planes of all varieties, but most especially antique and vintage aircraft – they declared the C150 to be a suitable aircraft, and invited me to come anytime and bring all my friends. They do host a couple of fly-ins

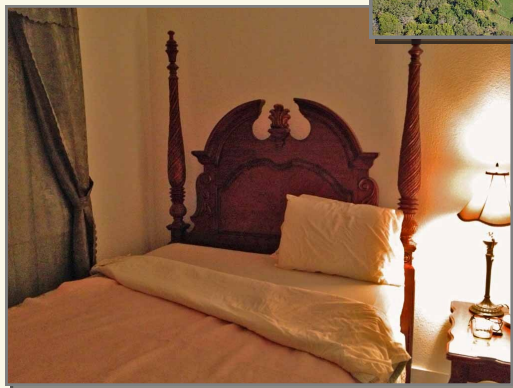
each year, and they have a fly-in ice-cream social twice a month, among other activities.

Now then, about the accommodations : not too long ago, Sara managed to acquire a couple of antique WWII POW barracks and have them moved to the fort. They've been renovated so that there are 10 or so rooms and a common bath in the middle, but they are not like any prisoner barracks I've ever heard of. Each room has been “adopted” by a local family and has been decorated by them. Every room is different, but they all look like they're from your granny's house, complete with crocheted dust ruffles and home-made quilts. My room had just a bed and night table, and was very comfortable, if a bit small. I sat in the hallway reading area for my evening libation and a couple chapters worth of a cheesy novel, eating my cake and brownies.

It would have been a bargain at any price, just because it is a very cool, laid back and virtually unknown fly-in destination, but it cost only \$35 for my stay. I can't guarantee that you'll get sandwiches and lemon cake, but I know the adventurous folks among you will be well pleased with a visit.

All this information can be verified and expanded upon by a visit to the two pertinent websites: www.oldfortparker.org for the park and www.fortparker.com for the airfield.

Call ahead to be sure the field is OK and get a room reserved – then have a grand time exploring a bit of Texas history by air.



FINISHING THE JOB (CONTINUED)

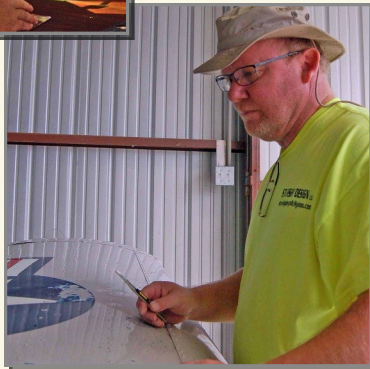
events and I knew he was the designer of our shop graphics. But, since he is typically a quiet person, I only knew that he had a really cool hangar/home on the flightline and that he was the designer of the amazing chapter hangar sign, bumper stickers and posters. So, I was thrilled to have a chance to watch him work and learn just what a resource he is.

My aircraft had aging, probably home-made vinyl military roundels that had drawn up, curled and peeled giving her a “40 foot” sort of appeal. They need to be replaced. So, I researched vinyl graphics online, and found that I could purchase them from several companies, but removing the old ones, preparing the surface and applying the new ones would be up to me. Then, a fellow pilot reminded me about Kris.

“Holy cow, someone who truly knows what he is doing – right on the field!” And indeed, within moments of me opening the hangar doors Kris was there (the 8T8 communications network is amazing) stroking the plane like a fine work of art. After lots of careful measurement, he built the art files directly from the Air Force Technical Manual that governs such things, and printed exact and correct replicas on



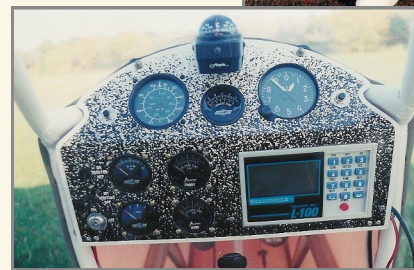
durable solvent and water resistant vinyl. He spent hours with me as we carefully removed the old vinyl (while swatting gnats). Then after surface prep he meticulously massaged the new roundels over the riveted outer surface. Now, the graphics look painted-on exactly to military specs. But should anything happen or I change my mind...they are removable without having to repaint the plane. I like that.



Kris happened into graphics by his family lineage. His father was a Navy Senior Executive on the cutting edge of computers and programming. After his retirement, though, he pursued

totally different course and as a hobby initially began experimenting with precision cut vinyl for pinstriping and enhancing cars and trucks. Pioneering computer aided design and cutting technology, the business grew rapidly. Soon his sons were designing and manufacturing complex designs that rivaled the best airbrush artists at much lower costs. And, though show-cars and commercial trucks were their major projects, Kris and his brothers soon found that they could combine

their love of aviation (all are pilots) with their talent and began designing aircraft graphics like those on his own first aircraft below including the instrument panel overlay. Revolutionary back then, those complex curved, swirled, multi-color graphics are now ubiquitous on modern aircraft but they originate and contin-



ue to be manufactured in the business started by his dad.

But, as the boys grew up the hobby became big business and the brothers

set off on their own. Kris was ready to leave Wisconsin winters. And, after extensive research he found an airpark with land available, collocated with a bustling economically secure city with 300 flying days a year yet outside burdensome city tax structures. He selected 8T8 as the base of operations for his new solo company and home. Using computer assisted design software, he designed his hangar/home/manufacturing facility down to the bolt and with the help and blessings of supportive parents built his dream. Thus, he joined the San Geronimo family and hung out his shingle about 8 years ago as Starship Design LLC.

Kris uses state of the art graphics, printing and computer guided cutting equipment to manufacture top quality graphics, from Numbers and stripes to exotic photo and airbrush style graphics, for aircraft, trucks and cars. Much of his business is commercial – some of those big truck trailers use his vi-

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FINISHING THE JOB (CONT)

nyl graphics - but his favorites are still airplanes. He dreams of doing his first jet design (anyone building a jet out there?) The centerpiece of his workshop is a Pterodactyl ultra-light. Although it gets way too little flying these days, the fragile looking, open aluminum-framed aircraft is ready to take to the air. Moreover, it is a great showpiece as the carefully applied vinyl graphics that adorn both the cloth and aluminum parts look brand new after nearly 30 years - a testament to the quality of his work.

Seated before a monster computer screen Kris showed me how he can precisely design and size his graphics to nearly any shape, contour or vehicle. They are then sent electronically to a huge printer that slowly prints carpet sized high resolution graphics that look like a fine paint job. Once that is done the big carpets of graphics go into a computerized machine that precisely reads the edges and cuts them to perfect contoured edges. Finally the graphics are treated with a resistant coating that makes them resistant to solvents, water and ultraviolet. If Kris's Pterodactyl is representative, it is likely the graphics will last longer than the paint.



What I saw in Kris and his company is a sense of ownership and almost obsessive personal pride. He selects his projects carefully and they get 100% of his attention as he takes the success of each project very personally. Typically customers will come to him with a sketch, or an idea, or downloaded internet photos - "I'd like it to look sorta like this". Kris, then, will use his vast computer database of aircraft CAD designs and begin constructing a series of graphics options on precise scale drawings. He'll discuss the 3 best candidates with the owner. From there, they can mutually tweak the design for size, shape and aesthetics until it is exactly what the owner desires. Using vinyl, Kris can design complex shapes, color contours, and even photographic renderings that would be nearly impossible and very costly to attempt in paint. New aircraft with complex curves and swirls now typically use vinyl for that reason.

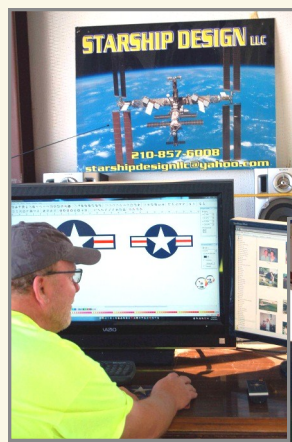
Once they are cut, the graphics go on like huge decals. Kris prepares the surfaces, cleaning every nook and cranny, then he



coats it with a water-soluble, non-corrosive adhesive promoter. The graphics flow onto the surface smoothly, he carefully works out bubbles and defects, then allows the graphics to cure as the promoter continues to draw them firmly onto the paint. In my case a gazillion rivets gave us opportunity to test the pliability of the graphics and they drew down around the rivets perfectly.

In my case we used a less reflective military spec coating to match the other paint and vinyl on the plane, but in most applications he'll use a high gloss finish. The graphics become part of the paintjob, and are washed and waxed right along with it though generally it is not a good idea to blast them directly with your power-washer. And they last. Look over the door of the EAA hangar at the vivid sign he made years ago. It has survived south-Texas heat and sunshine without any care - and looks brand new.

I knew, looking at our EAA graphics, that we had talent in our organiza-



tion. Now, I have seen first-hand what a resource he is. For those of you are a finishing a project or contemplating a new look, vinyl might be a great option at a fraction of the cost of a custom paint job. And, if you change your mind or want a new look (that old girlfriend on the nose isn't such a good idea anymore), now you know exactly where to find the guy that can change it for you.

Kris Niswonger can be contacted at starshipdesign-llc@gmail.com

This is the fourth of a monthly feature that highlights a member, team or project of our EAA chapter each month. If you would like your project to be a featured, please contact me via ea35news@gmail.com

I LEARNED FROM THAT!

EXPECT THE UNEXPECTED—MY SOLO IN AN ULTRALIGHT

Joe Killough

It was 14 August 2000. I had decided that if the weather God was willing, this was the day I was going to solo my Quicksilver MXL ultralight. This ultralight thing had all started about six months earlier when, after retiring from business, I soon discovered that there was just so much yard work and puttering around the house I could do to keep active, and that now, perhaps I finally had the time to devote to my first love, flying light airplanes. It didn't take long to discover that since I had last been an active private pilot, that numerous and complex changes had taken place in General Aviation. It seemed that owning and flying a light plane was no longer the casual weekend hobby I had once enjoyed.

The cost of sport aviation staggered me when I compared it to the years when I first owned a Luscombe 8A and later a PA 22 Piper Tri-pacer, which I flew just for fun and the occasional short cross country trips when the spirit moved me. Not only did I discover the out of sight prices of the airplanes, but the rules, regulations, navigation aids and electronics had changed enormously. Also the increased expense of hangar space and maintenance seemed about to put my dream of flying again out of my current economic situation. Then one weekend while a friend and I were visiting a sportsman's trade show near where I lived, I saw there in the middle of a large grassy meadow, several brightly colored tube and fabric airplanes on display. These, of course, turned out to be several types of ultralight aircraft from a local flying club.

These ultralight guys had the answers to all my questions. Not only were these airplanes themselves within my budget constraints, but I discovered that these planes could take off and land on a grass field with a ground roll of 100 feet or so! They assured me that with my prior experience I could check out and be flying in nothing flat. When I added to the equation that I owned and lived on a piece of property of more than two dozen acres which I believed would be a perfect spot for a strip which could be pointed directly into the prevailing winds, I was hooked.

Soon I was at the ultralight airfield feeling and smelling the planes, and making arrangements, for what the ultra-lighters



called a "demo" flight. This was a 20-minute flight with an instructor in a two place, side by side Quicksilver II Trainer. These planes were about as straightforward a concept as you can find to enable a pilot to take off from the ground and soar into the sky slowly and gracefully like a bird, complete with wind in his face. They were fabric covered wing and tail surfaces connected fore and aft by aluminum tubes. The Pilot(s) sit

at the very front with their feet being the leading element of the structure. A 65 horse-powered 2-cycle engine was located right in the middle of the plane between the wing and tail surface, with the pusher propeller pointed to the rear. The plane weighed about 350 pounds empty and took off and landed at about 40MPH. My next discovery was that some 10 or 15 years earlier the FAA and the UL-

tralight community had made a deal that the planes didn't have to be FAA licensed, nor did the pilots. Part of the deal was that the planes (except exempted trainers) could not weigh more than 254 pounds empty, could not carry passengers, nor fly in FAA controlled airspace, over populated areas or at night. The Ultralight community agreed to establish training and safety standards, and the FAA agreed to leave them alone. Somehow reasonable people on all sides seemed to have made this work.

In addition to the above, it turned out that at that time, it was against the rules to rent an ultralight airplane. A pilot who was ready to fly solo wasn't allowed to fly a two passenger exempted solo unless he was "rated" as a "Basic Flight Instructor" (BFI). This required that you either buy or build your own single passenger plane, then you were "legal" to get in it and go. Although a single seat plane would fly somewhat differently than the trainer, it was considered safe. Therefore it was now time for me to buy me an ultralight single seater.

A few of the ultralight pilots I've met had never flown anything before the ultralights came along. Most of these took dual training in the Ultralight trainer before trying it alone, but the others built or bought an ultralight and just got in them and by trial and error, taught themselves how to fly it. However, I had enough flying experience to know that no matter how experienced I thought I was, there was no way

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I LEARNED FROM THAT (CONT)

I'd even consider flying one of those things without enough dual instruction that I'd feel safe. So I set about trying to find a BFI who could give the training I needed. The airport manager at the ultralight field told me that they had two BFI's, one was available only on the week ends, and the other Monday through Friday, only by appointment. Since my weekends belonged to my wife, my option was to sign on with the Monday through Friday guy. When I finally got in touch with him, his only opening was one hour a week on Wednesdays, so I made the appointment to start the following Wednesday.

Now it was time to start looking for a suitable ultralight to buy. Years ago when I bought a motorcycle, my wife determined it to be my mid-life crisis. When I told her I was looking to buy an ultra light, she concluded that this must be my post-life crisis, however, she didn't object so I pressed on. Within a few weeks I found an MXL for sale that belonged to a young Air Force pilot trainee who was about to be transferred to Lincoln, NE. It seemed to be in good condition; it had new fabric, an engine that had just been overhauled and the price was in my range, so I became the new owner on an ultralight, just like that. About that same time I was "certified" as ready to solo. I was ready to fly my own plane.

I started by taxiing my new ultralight, first slowly then at higher speeds, making sure I could control this little plane on the ground. Then it was time.

It was a bright South Texas Monday morning. High cirrus clouds in a blue summer sky. There was a warm two or three mile per hour wind straight down the runway. I taxied a couple of times up and down the runway just to make sure the engine was fine. It was, so this was going to be the day. I taxied to the take-off end of runway 15, checked the pattern for traffic, adjusted my seat and shoulder straps, pulled my cap tight on my head and adjusted my hearing protectors over my cap and ears. Checked my instrument panel, cylinder head temperature OK; exhaust gas temperature OK; tachometer static run up OK; altimeter set OK; everything OK.

I released the brakes and eased the throttle slowly to full power and the little plane quickly started to roll. With slight back pressure on the stick, the nose wheel rotated off the runway and a second or two later, the main wheels cleared the runway. I gently relaxed pressure on the stick a bit to lower the nose to gain speed, then checked the air speed indicator. Zero. No indicated air



speed. Something wrong with the airspeed indicator because I was flying and gaining altitude. Checked the tachometer; 6400. Full power OK. Checked the temperature gauges; OK. Air speed; still Zero. Altimeter just passing through 150 feet above the ground. These checks took maybe two seconds. The climb out seemed OK, and at 200 feet I eased the throttle back to 5900 cruise RPM, then took my first real look outside the airplane. Climbed to 400 feet, pattern altitude for ultralights, and started a gentle left hand turn to downwind.

It was a beautiful warm, smooth flying day. To my left front the airport runway was slowly drifting by, the wind was warm on my face and arms. Since there was no windshield, it was somewhat like sitting in a lawn chair on the front of a motorcycle sailing along at 50 miles and hour. What a great day! I took a deep, happy breath and checked the airport and the pattern area for other traffic, then I turned my head to right and right rear to check for traffic when suddenly the air stream grabbed the bill of my ball cap and tried to jerk it off my head.

Only my hearing protectors clamped tightly over my cap and ears kept everything from sailing off into space. In a split second my mind was completely focused on several important facts: first, since the propeller was directly behind my head, I must NOT let anything go through the propeller. (I once saw a friend of mine forced into a dangerous emergency landing in his home built biplane when he lost a part of the leading edge of one of the propeller blades). Second, I had to maintain control of this airplane until I was safely on the ground. At the instant my cap began to move, I attempted to grab it with my left hand (my throttle hand), but when I tried to pull it back to the front of my head, the hearing protectors almost slipped off to the rear. It was then that I realized that I needed to use both hands to handle this problem, but when I took my right hand off the control stick, the nose of the plane suddenly pitched almost straight up. The plane was 'way out of trim, nose up.

As there was no adjustable trim, I found myself barely able to hold my hat and hearing protectors from going through the propeller and still fly the plane. I realized that I had to solve this hat/hearing protector problem or I wouldn't be able to land, since I needed both hands and both feet to land this thing. Instead of having the control stick centered between my knees like other airplanes, this airplane had a side stick, so I couldn't hold the stick between my legs, I had to take my right foot off the rudder pedal and tried to hold forward pressure on

Continues on Page 8

I LEARNED FROM THAT (CONT)

the control stick with my right knee, while I grabbed the hearing protectors with my right hand and pulled the cap forward with my left hand and stuffed it between my legs and under my rump. Then I was able to pull the hearing protectors back up on top of my head and over my ears. Then I got my hands and feet back on the controls. All these contortions took place in the time it would take you to count “one thousand one, one thousand two”. I exhaled a long, deep breath.

Then it was time to turn this plane to the left and enter the base leg of the pattern if I intended to land this plane, and I certainly wanted to land before I lost something else. I reduced the power and started a gentle turn to the left, only to discover that during my knee flying I had gained a couple of hundred feet, and I was much too high to land, so I decided to just fly over the runway and fly the pattern again. As I turned into the wind approaching the airport at about 400 feet, the hearing protectors almost blew off again, and I had to pull the headband forward over my forehead to keep them in place. Then, just as I was directly over the airport, I noticed that everything looked sort of blurry and out of focus. As I raised my left hand to make sure my glasses were adjusted correctly, I poked my finger in my eye. My glasses were missing. Somewhere during all the pulling and pushing and adjusting I had lost my glasses!

“Okay, now”, I thought. “We’re Okay. Let’s just take our time, go around again and get this thing on the ground”. Instrument scan: altitude 400 feet, cylinder head temperature 325; exhaust gas temperature 1100, engine RPM 5200, airspeed zero; cap under butt; hearing protectors over forehead, glasses missing. Everything Okay. Turn shallow left to cross wind, no other traffic, turn left to downwind parallel to runway, Reduce power, nose down to establish glide and turn left to base leg, turn left to final approach. Line up with runway. Okay, okay. Uh oh, I’m way too high again! Nose down. Nose down. I discovered here that because of my nose high trim problem, in order to

hold the nose down to a normal glide attitude, I had to hold the stick as far forward as I could reach with my fingers extended. By the time I was down to 100 feet, I was past the middle of the field, so around the field again I go. This time I’M GOING TO PUT THIS THING ON THE GROUND!! ONE WAY OR THE OTHER!!

As I flew around the pattern and turned on the base leg again, I noticed to my chagrin that I had attracted the attention of everyone on the field. Oh, well. I’m going to get down this time, cap or no cap, glasses or no glasses, witnesses or no witnesses. I rolled into a left turn to enter the final approach. This time I seemed about right, over the fence at about 50 feet, leveled out just over the runway. And flew and flew and flew. I was too fast! But never mind, THIS TIME I’M GOING TO PUT THIS THING ON THE GROUND! I floated and floated and floated, and finally the main gear touched the runway. Whew! Stick all the way back. I rolled off the end of the runway and onto the grass. But I was down and hadn’t bent anything. As I taxied back to the hangar area where the crowd had gathered, my heartbeat slowed back down to near normal.

As I pulled up to the hanger and cut off the switch, my friend Bodie, came over to the plane.

“Great landing!”, he said, “But what the hell was the roller coaster routine you were doing on your first downwind”?

“I was flying with my knee”.

“Well, that’s something I’ve never tried”, he said. Where are your glasses”?

“You’d never believe it, Bodie. You’d never believe it”.

Thus ended my very first solo flight in my little ultralight. Just barely fifty five years earlier I made my other very first solo landing in a bright yellow J-3 Piper Cub. Both days are unforgettable.

(note: I went on over the next few years to fly this little MXL more than six hundred hours of pure pleasure and unforgettable memories.)



Rule of the Air:

From the FAA

NOTICE OF PROPOSED RULEMAKING (NPRM)

Part 69, Section 007 (a)1(c)

Section I – No pilot or pilots, or person or persons acting on or at the direction, suggestion or supervision of a pilot or pilots may try, or attempt to try, to comprehend or understand any or all, in whole or in part, the herein before mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, or designated by the Administrator.

Section II – If a pilot, or group of associate pilots, become(s) aware of, or realize(s), or detect(s), or discover(s) that he or she, or they, are or may be beginning to understand the herein before mentioned Aviation Regulations, then he, she or they must immediately, within three (3) days notify, in writing, the Administrator or an agent appointed by, or inspected by, or designated by the Administrator and shall advise said Administrator or an agent appointed by, or inspected by, or designated by the Administrator which Aviation Regulation or Regulations or part of said Aviation Regulation or Regulations are, have been, or may be in danger of being understood.

Section III – Upon receipt of the above-mentioned notice of impending or potential comprehension of Aviation Regulations or part or parts thereof, the Administrator or an agent appointed by, or inspected by, or designated by the Administrator shall immediately rewrite, revise, amend or reconstitute the Aviation Regulations, in whole or in part, in such a manner as to eliminate any further comprehension hazard(s).

Section IV – The Administrator or an agent appointed by, or inspected by, or designated by the Administrator may, at his or her or their discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot or pilots is/are too confused to be capable of understanding anything at all.

SEPT MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Chuck Fisher for correctly identifying last month's mystery plane. He guessed it was the Stinson L-1 Vigilant which is correct. The L-1 also went by the designation O-49 and was developed for the Army Air Corp in the late 1930's. The L-1 was one of several aircraft that competed for an Army contract to produce an aircraft similar to the German Fieseler Storch. The competition included the Bellanca YO-50 and the Ryan YO-51 but Stinson was awarded the contract.

When you think of an L-bird you usually think of something small like the Taylorcraft L-2, Aeronca L-3, Piper L-4, or the Stinson L-5 but this L-bird is absolutely huge. Its' wing span is nearly 51 feet and its' fuselage is over 34 feet long. The Vigilant is powered by a 295 hp Lycoming radial engine which gave it a reported top speed of 122 mph. The L-1 is certainly no speed demon but with its' huge wing with full length leading-edge slats and slotted flaps, short field performance is probably pretty impressive.

I was fortunate to see one of these rare birds at Stinson Airport back in the mid 1990's when it was being worked on by one of



the mechanics at T&M Aviation. If you have a chance to get over to Sun'n 'Fun sometime, be sure to visit Kermit Week's Fantasy of Flight Museum in nearby Polk City Florida where you can see one of these very rare L-birds being restored.



NAME THE PLANE

Doug Apsey

OK fellow EAA'ers, here is this month's "Mystery Plane." Dinner is on me at the next meeting if you can tell me the following about the mystery plane.

What company built it?

What year was it made available to the public?

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

What was its' nickname?



WRIGHT BROTHERS MASTER PILOT

Congratulations to Charlie Brame, EAA 35's newest Wright Brothers Master Pilot.

Charlie began flying in the Air Force ROTC program in 1960. He went on to fly T33, T37, F4,, A-7 and A-10 aircraft for the USAF. During that time he flew A-7s from a carrier (as an Air Force pilot.....sanity was not a pre-requisite for the award). He was an instructor pilot in multiple roles and he flew over 100 combat missions during the Vietnam war.

He transitioned to the civilian world as a 727 engineer, subsequently DC-9 first pilot and first officer in Continental MD-80's. Retiring at the behest of the "age 60" rule he built and continues to fly his own gorgeous RV-6A

See the article in this issue for more details.



BUILDERS CORNER: QUARTER-TURN FASTENERS

Mark Julicher

EAA 35 Technical Advisor

Cowlings and inspection panels are easily opened when they are fastened with quarter-turn fasteners; however, when quarter-turn fasteners become misaligned or damaged they can be a nightmare. This article discusses common quarter-turn fasteners and perhaps will prevent some damage and frustration.

Most of us are familiar with the ubiquitous quarter-turn fastener. There are literally dozens of types of quarter-turn fastener, but only a limited number are common to general aviation aircraft. Most common are the Dzus™, Southco™, Camloc™, Airloc™, and Skybolt™ fasteners.

All quarter-turn fasteners share certain features. They all have a stud which goes through the sheet metal to be joined. They all have a special receptacle matching the respective studs. Each type has some sort of retainer to keep the stud from falling out when it is released, and each type requires specialized tools.

Besides these shared features, there are numerous variations to accomplish myriad fastening tasks. Stud heads can be raised, flush, Phillips, slot, wing, or even hex. Stud lengths must be selected according to the thickness of parts to be fastened. Retainers come in several styles for each type fastener, and some fasteners are spring loaded to pop up when released. What follows is a brief description of the more common quarter-turn fasteners.

Dzus

The Dzus fastener was invented by William Dzus in the 1930s. A genius inventor, William figured out a better way to secure cowlings than the pins and studs and laces and latches in use at that time. The Dzus stud uses a

helical slot cut into a thick barrel. The Dzus retainer comes in several styles. One retainer is a plastic ring that merely snaps into the recessed shoulder of the stud. Another

style is made of soft aluminum and is swaged into place using a special tool. The Dzus full-size retainer serves a dual purpose as



Dzus "U" style receptacle along with flush head, oval head, wing head studs

a wearing surface so the stud does not chew a hole into vital



Dzus oval head stud, plastic retainer, short style aluminum retainer, full-size aluminum retainer, and "S" style receptacle spring. Note the "shoulder" undercut into the stud to accept the retainer. There is a stud without a shoulder which is often found on race cars.

aircraft parts. Once fully engaged, no amount of vibration will loosen a Dzus fastener.

Dzus studs come in different diameters and lengths to suit various requirements and the Dzus installation

tool is sized to match the diameter of a respective stud. The mechanic must have a different tool for each diameter Dzus stud to be installed.

Dzus receptacles are specially shaped springs – either an S shape or U shape. The springs are most often riveted to the inside item of the "stack up." Then the stud reaches through the stack up and clamps the sheet metal together with its helical action. The Dzus springs are manufactured in several heights so that if a stud is slightly longer than desired, a taller spring can take up



Dzus setting tool for #5 diameter studs. Here, a number 5 stud is inserted into a sheet metal fitting and a full size retainer has been swaged into the shoulder of the stud. The retainer is very flat and serves as a wearing surface. The odd cutout in the right-hand tool is for putting #5 studs into Beech Bonanza cowlings. Not shown is a handy Dzus driver tool which holds and turns the head of the stud better than a common screwdriver.

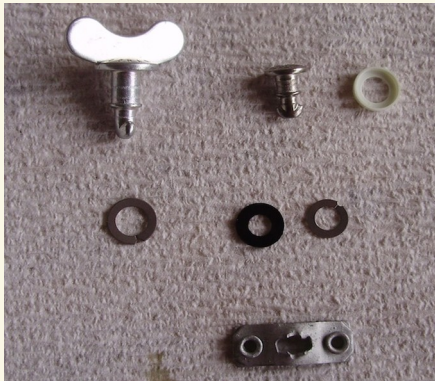
the difference and provide good clamping action.

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BUILDERS CORNER (Cont.)

Southco

Southco fasteners use small lobes forged into the stud to engage a receptacle. Southco studs come in small medium and large diameters, the different sizes being intended for light to heavy-duty applications. Just as for the other quarter-turn fasteners, the Southco stud length must be selected according to the thickness it must fasten. The Southco retainer comes in three styles, a plastic ring, split metal ring, and continuous metal ring. In all cases, the ring is pushed over a small flange on the stud after the stud has been inserted through the sheet metal. The continuous metal ring must be inserted using a special tool, however, the other two retainers can be installed with strong and nimble fingers.



Southco wing head in the large "85" series part numbers, an oval head in the medium size "82 series (think Cessna cowlings), a wear washer, three retaining rings, and a receptacle.

Different stud diameters require different receptacles, and Southco receptacles may be fixed, or floating depending on alignment requirements. Receptacles are most often riveted in place, but there are styles that screw or weld on depending on the application. Southco makes a specialized receptacle with



A Southco stack up showing an oval head stud inserted into a wear washer, retaining ring and a receptacle.

rubber bumpers (Lord™ mount) that acts as a cushion between panels. Cessna and other manufacturers, use these rubber cushions on their cowlings. Another style Southco receptacle merely slides onto the edge of a sheet metal panel much like a slip-on Tinnerman nut.

Southco allows the option of inserting a wear-washer under the head of the stud to prevent galling the metal panel. There is also an optional spring that pops up the fastener head when it is released. Naturally, when using the wear washer or pop up spring, the stud must be longer to accommodate the extra thickness of the stack up.

Southco fasteners are easily mistaken for pan head screws, so before you attack that cowling with a drill driver you better look carefully for the word Southco on the fastener lest you do severe damage.

Camloc

The Camloc stud uses a cross pin to engage a receptacle. The Camloc stud has a built in spring to pop up the stud when it is disengaged. A special Camloc pliers tool is used to compress the stud and makes it very easy to insert it into its hole. Short Camlocs are then retained in their respective hole with only a retaining ring that slips behind the cross pin and prevents the pins from going back through the panel hole. Larger Camlocs make use of a retaining washer which looks like an internal-tooth, "star" washer. A special tool is used to push the retaining washer onto the body of the Camloc and hold it firmly. Camloc 2600 fasteners have a raised head, the 2700 fastener is flush head, the



Camloc 2700, 2600, and 4000 studs, a star style retainer, a 4000 series grommet and retaining clip, and a typical receptacle. The right-hand tool is for placing the retaining ring onto the grommet. The tool at lower left is for placing a star retainer onto the body of a stud. Not shown are Camloc pliers which are nearly essential for inserting studs into sheet metal

Camloc 4000 is larger diameter. The variations and part numbers go on and on. Go to Alcoa Fastening Systems on the internet to learn more.

The Camloc receptacle comes with a fixed or floating base and variations are riveted, screwed or welded to the panel. Camloc receptacles may be obtained in an adjustable variety that can change depth to match the stud length. The design of the Camloc stud has a built-in wearing surface which protects the sheet metal panel.

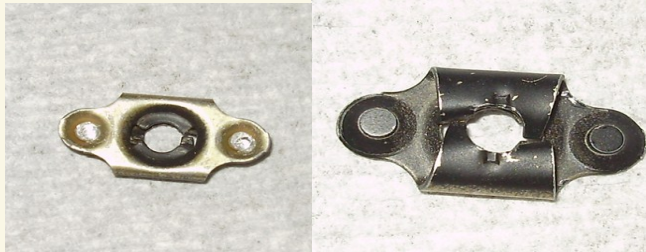
Airloc

The Airloc stud uses a cross pin to engage its receptacle and looks very nearly like the Camloc. In fact,

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BUILDERS CORNER (Cont.)

these studs are interchangeable. However, the Airloc cross pin is inserted into the stud after the stud is in place. The cross pin



Airlock receptacle showing top and bottom side. This was drilled out of a cowling and the rivet "buck tails" are still in place.

self is the retaining device for the Airloc. Airloc studs come in several varieties including flush head and raised head. Airloc may use a grommet inserted into the sheet metal panel as a wearing surface.

Airloc receptacles are sort of chunky and very strong. They may have a floating locking mechanism embedded in them to make panel alignment easier. These receptacles typically rivet in place using countersunk rivets.

Of course there is an Airloc cross pin insertion tool. By now you would have guessed that to be the case. Many mechanics have self-made tools for inserting Airloc pins.

Skybolt

A good friend of EAA, Skybolt of Leesburg, Florida manufactures quarter-turn fasteners compatible with all of the systems named above. Skybolt has improved on the systems and holds patents on the improvements, which is why, I suppose, they can manufacture systems so very similar to the competitor's. Skybolt fasteners of the various types, work similar to the other described proprietary brands, so rather than repeat all that information, please go see the Skybolt website. Skybolt sells pre-packaged kits of fasteners for many popular aircraft, a fact worth noting if you are a builder. Thus, all the math is already done for you. So if by now you are thoroughly confused a Skybolt kit may be just the ticket.

Given that each company makes dozens of other fasteners for every imaginable fastening task, the range of choices it is mind-boggling. So if you find yourself perplexed about quarter-turn fasteners, believe me you are not alone. However, if you pick one type of quarter-turn fastener, buy some tools and supplies, and play on some scrap metal you will quickly become an expert with your favorite fastener. And, if all else fails—call an EAA technical advisor!

EAA 35 WEBPAGE

Dave Baker
Chapter 35 Webmaster

As your webmaster I invite you to please use our website to yours and other member's benefits. Not only is this site reviewed by our members, it is also reviewed by many other people including the Staff at EAA National.

There are several "Sidebars" on the webpage that lead to additional information such as our location, our chapter hangar, upcoming events, newsletter and other information on our documents page.

Three pages that need chapter member's involvement are, # 1, the "Photo Gallery-Planes-Events page-this is for YOU to submit pictures of your aircraft (whether it's a project or finished plane-homebuilt or factory built), it could be an event that you attended, it could be a tire-kicking session or any other event of chapter interest. # 2, Videos page-this is where you can submit videos of any aviation event, whether it be some flying activities at 8T8 or any other airport (see Gary Krysztopik's videos on the website now), a flight of interest as Jim Brandvik posted "Landing at Los Alamos" which is entertaining and lovely terrain. You can submit videos of aircraft building, a presentation on a certain aspect of AC building or anything you feel will be of interest to our members (and others who visit our website). # 3, "Members" page. This was developed by several requests by members to have us post a picture of ourselves so others can put a face with a name. Another benefit on this page is that we can give a "bio" of ourselves so others can read our interests, accomplishments, etc. Now, some of you have joined this page—BUT—you did not put a mug of yourself, so it kind of defeats the purpose. Hey, do like the obituaries do---put a picture of you when you were 15yrs old even though you are now much older!!!

I solicit your input and involvement in making our website one of the best in all of the EAA Chapters. We have one of the best newsletters within the entire EAA Chapter network so let's make our website as good. Please send all info, photos and video for the website to me at iflyc23@yahoo.com. I will review it and post it on the website. Now, you can join the "Members" page by clicking on it, then click on the "+ Join Site" button and follow the instructions listed.

A chapter is only as good as it members....and we have proven over and over again that EAA Chapter 35 is a GREAT Chapter. Thank you for your support!

Please send info, photos and video for the website to iflyc23@yahoo.com

MASTER PILOT and MASTER MECHANIC AWARDS

Ron O'Dea

EAA 35 Membership Chair

EAA 35 has had the great pleasure to recently help two of our members earn recognition they well deserve as lifelong aviators. Mr. Joe Killough was recognized for his decades of safe civil flying in aircraft from ultralights to a smorgasbord of civil aircraft. Most recently Charlie Brame was recognized for a career that spans military jet fighters in combat and peacetime and a second career as a professional airline pilot.

The Wright Brothers Master Pilot Award Program (MPA) recognizes pilots who have conducted 50 or more consecutive years of safe flight operations.

A. To be eligible for the Wright Brothers MPA, candidates must:

1) Have 50 years of U.S. piloting experience. The effective start date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.

2) Have held a U.S. Civil Aviation Authority (CAA) or FAA pilot certificate with:

- 50 or more years of civil flying experience, or
- 50 or more years of civil and military flying experience, of which up to 20 years may be U.S. military experience.

3) Have been a U.S. citizen, or permanent resident, during the 50 years of US piloting experience; however, consideration for exceptions may be given on a case-by-case basis.

B. Revocation of any airman certificate will disqualify a nominee for this award.

C. Prior accident history will be reviewed and considered on a case-by-case basis.

D. Prior enforcement actions (excluding revocation) are not necessarily disqualifying, but will be reviewed on a case-by-case basis.

E. The award may be presented to a nominee up to 2 years posthumously if the nominee has acquired 50 years of U.S. piloting experience prior to passing away.

There is also an award for Master Mechanics. The Charles Taylor "Master Mechanic" Award is the most prestigious award the FAA issues to persons certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 65. This award is named after Charles Taylor, the first aircraft mechanic, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as "master mechanics."

The candidate must meet the following criteria to be eligible for the Charles Taylor "Master Mechanic" award:

a. Citizenship. Be a U.S. citizen.

b. Employment. Worked for a period of 50 years in an aviation maintenance career. (The 50 years may be computed consecutively or non-consecutively.)

(1) The applicant must have been an FAA-certificated mechanic or repairman working on N-registered aircraft maintained under the Federal aviation regulations for a minimum of 30 of the 50 years required.

(2) The remaining 20 years may be accepted if that individual served as an aircraft mechanic/repairman in the U.S. military; or worked as an uncertificated person in a U.S. aviation maintenance facility that maintained U.S.-registered aircraft, either domestic or overseas; or worked as an uncertificated person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft.



NOTE: Any individual who had his or her FAA mechanic certificate, FAA repairman certificate, FAA Designated Mechanic Examiner (DME), or FAA Inspection Authorization (IA) revoked by the FAA is ineligible for this award.

This probably seems like a lot of government mumbo jumbo, but it is important because our chapter is host to a disproportionate number, of incredibly experienced folks with wide backgrounds. We have lots of deserving folks, and I will be happy to help assemble the nomination package with you. I hope that each of you will consider suggesting someone in our chapter who is deserving of nomination!

CHAPTER BULLETIN BOARD

NOVEMBER 10th, CHILI COOK OFF MEETING

EAA CHILI COOKS. THIS IS THE TIME FOR YOU TO SHINE!

Any one can enter, the more the merrier.

Items needed to complete meal:
crackers, cornbread, cheese, & desserts

EAA HOLIDAY DINNER, December 8th

Acadiana Café will serve the following menu:

- Cajun Fried Turkey Breast
- Honey Baked Ham
- Cornbread Dressing
- Giblet Gravy
- Mashed Potatoes
- Green Beans
- Cranberry Sauce
- Dinner Rolls
- Pumpkin and/or Pecan Pie
- Ice Tea Service

Serving Time: 6 to 7:30 PM

Cost \$25.00 per person
Reservations must be made by December 4th

Send Check to:

Dee Grame
103 Box Oak
Shavano Park, TX 78230

By Gail Scheidt



ELM CREEK FLY-IN 2012

**Elm Creek Airpark's
16th Annual Fly-In
Saturday,
November 3, 2012**

10 am to 3 pm

Spaghetti Lunch starting at 11:30

\$9.00 per person

Raffle at 12 pm

FAA Identifier: ØTX6
Multicom Frequency 122.9
2280 x 80 ft. turf
Elevation 550 ft MSL
4 miles SSW of Seguin

AIRCRAFT PARKING:
Monitor 122.9
Look for "Follow Me" golf carts

WX ASOS at BAZ
119.325 (830)629-7979
Fuel at New Braunfels (12 nm N)

Traffic pattern:
RUNWAY 14 LEFT
RUNWAY 32 RIGHT

Lat/Long: 29-30-18N / 097-59-49W

Sponsored by Elm Creek Homeowners' Association
Social Committee

Contact:
(210)-844-2156

sisewell@gmail.com

For info & photos see

Elmcreekairpark.com



YOUR Articles Needed

Chuck Fisher

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

If you missed our September meeting, you missed a great presentation by guest speaker, Rick Mastracchio, NASA Astronaut. Rick gave a wonderful view of space in the shuttle and the space station. Afterward, Rick autographed his picture for members. He left about 10 pictures with his autograph for members who were absent from the meeting. If you would like one of these photos, see me at the October meeting. First come, first served, no reservations.

B J O'Dea

EAA 35 COUNTRY STORE

Brian Goode

.The Tumblers are here, the tumblers are here!!!

The long waited for Tervis Tumblers with our EAA Chapter 35 embroidered logo have finally arrived. They were on display at the Chapter meeting on Saturday, October 13th, and many of them went home with their new owners.

In case you are not familiar with these high quality double walled tumblers, they are made in Florida and carry this guarantee:

“Tervis stands behind its Lifetime Guarantee. If one of our tumblers (of any age) becomes defective in any way, simply send it to us for a free replacement and we’ll recycle the old one.”

The Chapter logo is a piece of embroidered cloth between the walls of the tumbler, not a stick on decal like the prototype.

#53, San Antonio, TX 78253, to hold your order.

They are available at the Goode’s hangar (#53), or at Joe Kilgough’s green pilot lounge hangar (#64H). Stop by and pick up a four pack.

You will be glad you did.

We also have some items available by special order. The first one is the same logo sticker that is used in the tumblers. We can make them for you at \$2.00 per diameter inch. They can be made as small as 2.5” and as large as 48” in diameter. In order to have some economics of production, we need to have at least a dozen orders before they will be produced.

Another item is the “EAA’s World of Flight 2013 Calendar” These sell for \$12.99 plus shipping. We will order these after the November meeting so they will be here before Christmas.



They are available for \$16.00 each and are shipped in packages of four. If you are looking for an exclusive Christmas gift for someone, or for your own use, please call or email Brian Goode at (727)-709-1159, or ladybgoode@msn.com to reserve your tumblers. You can also just mail a check made payable to EAA Chapter 35 to Brian at 15464 West FM 471,

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: Long and short sleeve (Large only)	\$20
Tervis Tumblers	\$16
Chapter 35 cloth logo patches (sew on)	\$3
Bumper stickers	\$2
Chapter 35 logo stick on stickers – (Per inch)	\$2
Calendars (Plus shipping)	\$13
Chap 35 logo stickers (special order)	\$2/in diam



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The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

CHAPTER CALENDAR

NOVEMBER	10	ANNUAL CHILI COOKOFF Star Lite Nelson Amen and Mark Brown	Dinner 5:30 pm Meeting/Program 6:45 pm
DECEMBER	8	CHRISTMAS PARTY	Social Hour 5:00 pm Dinner 6:00 pm

EAA 35 Holiday Dinner



Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-in calendar <http://www.flyincalendar.com>
Fly-ins <http://www.flyins.com>

Saturday, November 3, 2012 8:00 AM - 4:00 PM

The 10th Annual Great Southern Sonex Gathering
Coulter Airfield, Bryan, TX, USA

10th annual Sonex Gathering. Great opportunity to see and touch the aircraft, talk with the builders and pilots, sit in the planes to see how you fit.

<http://gssg.robbarber.com>

Contact: Robert Barber

Phone: (979)224-1451

Saturday, November 3, 2012 10:00 AM - 3:00 PM

Elm Creek Airpark Fly-In - Seguin, TX

16th Annual Elm Creek Airpark Fly-In, Spaghetti Lunch & Raffle.

Lunch 11:30. Raffle Noon. Cost \$9/person. 2280 x 80 GRASS TURF

Runway 4 nm SSW of Seguin, TX. Multi-com frequency 122.9

Contact: Steve Sewell | sjsewell@gmail.com | 210-844-2156

<http://www.elmcreekairpark.com>

Dec 8 2012
6-7:30pm
Catered by Acadiana (Yum!)
Reservations by Dec 4th
\$25/Person

Checks/Payment to
Dee Brame
103 Box Oak
Shavano Park, TX 78230

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 tcflying-doc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO
Contact: RB "Doc" Hecker at
www.assenddragonaviation.com/ for photo of Champ and e-mail link, or tcflyingdoc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

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



FOR SALE: Stolz Star-duster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying sur-

faces rejuvenated. MUST SELL-Make Offer. Call Dan Cerna at (210) 688-9345.

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

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

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

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

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

**FOR SALE:
1976
Beechcraft C-23 180 Sun-downer 2250**



TTA&E, compressions mid to upper 70's, oil analysis shows no wear. Dual KXM Digital radios, ADF, ILS/Mkr Bcn, VOR and Loran. Extensive annual, \$5,000 spent: new plugs, wiring harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235

For Sale: Fisher Super Koala LSA. 1700 cc VW engine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 blade ground adjustable Ivo prop. 35 hrs. TTSN. Hangared at Marfa Muni TX. This two-place tail dragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

For sale to loving home: Airdrome Airplanes full size replica of 1916 Sopwith Baby landplane. CURRENTLY LICENSED AND

FLYING; New Rotec R-2800 110hp radial; MEETS LSA CRITERIA.

Easy, fun and safe to fly... and reliable! Comfortable cockpit for even

the largest of pilots! Original and replica instruments installed. Easily trailerable. Call Russ at 703-772-6653 or wezeldoc@yahoo.com



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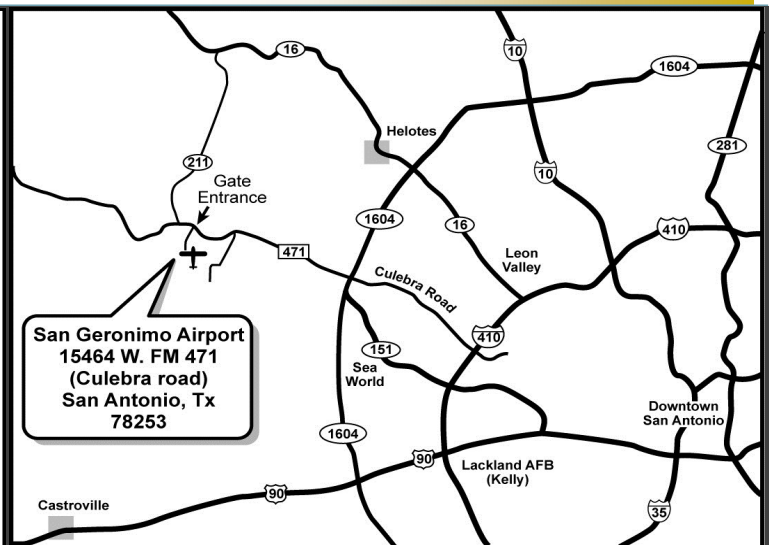
The Official Newsletter of EAA
Chapter 35, San Antonio, TX

**Chapter 35 meets
Each Second Saturday of the Month**

Nov 10th Chili Cook Off!

EAA Club House

17:30 Dinner
18:45 Presentation
Nelson Amen
Starlite



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

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