



March 2013

Volume 55 Issue 3

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Next Event March 9th

10:00 AM
1101 Paul Wilkins
San Antonio, TX 78216

*Member only event
MUST Pre-Register
See page 2 for details*

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The Other End of the Mic

Chuck Cluck

This is an excerpt from a letter I wrote to a non-flying friend.

Today I went with two pilot friends to tour the air traffic control tower at San Antonio



International Airport. Dean had to call ahead, wangle an invitation by dropping some names, then we had to surrender our ID cards and get badges just to enter the facility, where we left our phones and cameras at the guard desk and were escorted into the inner sanctum by one of the controllers.

There are two parts to the system, TRACON and Tower : TRACON is a dark room down

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Finished and Flying

Chuck Fisher

In this series of articles I set out to introduce members and future members of our chapter to the world of aircraft design, building and restoration. And in doing so, I hope folks who are contemplating building or restoring an aircraft will also learn that there is a wealth of resources available to them. So, having featured several works in progress, I thought I'd introduce you to a successful builder, a magnificent finished



product, and discuss the pathway to getting past that last 10 (or 90) percent to finished.

Spying an open hangar door, I found Charlie Brame watching paint dry in his hangar. Liter-

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Featured Event

Rod Lewis Private Collection Tour

This is a rare Chapter 35 member-only event. Please see page 2 for details and instructions!

PRESIDENT'S COCKPIT

Doug Apsey
Chapter 35 Vice President

Our chapter president has been off on vacation so has asked me to do the honor of writing the president's column this month. Rumor has it he intentionally went somewhere that had snow on the ground – really can't imagine why anyone would do that!

The February meeting was a little thin on attendance, but 27 members and guests braved the drizzle and fog to enjoy our soup dinner. Thank you to Gail and everyone else who brought soup, bread, desert, etc. to share with the Chapter. Our program that night was a video presentation on flying the P-51 Mustang. I purchased this video to have as a backup if there was ever an evening our speaker did not work out and February 9th was the meeting that I finally had to use it. I was working on getting someone from Lewis Air Legends to come and talk to us about Glacier Girl, the P-38 that was rescued from the ice in Greenland, but they made us a better offer. Rather than come and talk about it they invited us to see it in person so I took them up on the offer – thus no guest speaker for February. See the details for our March 9th "field trip" to the Lewis warbird collection elsewhere in the newsletter.

As most of you are aware, the chapter sponsors a young man or woman to attend the EAA Air Academy in Oshkosh each summer. We have been provided with more than one deserving candidate by or membership, so our Board of Directors will have a tough decision to make in choosing who will go to Oshkosh this year. We'll keep you posted on the Board's decision.

EAA headquarters recently started the Eagle Flight Program which is intended to provide an introductory flight to adults. It is similar to the Young Eagles Program in some respects but is intended to be a one-on-one session between the pilot and prospective pilot. During the experience, the prospective pilot is introduced to all phases of flight from pre-flight inspection to landing. Please let Nelson or I know if this is something you would like to see our chapter support. If we decide to proceed, we will need one of you to step up to the plate and volunteer to be our Eagle Flight Coordinator. Just contact any committee chair or board member and we will be underway. It is a very worthwhile cause.

Finally, please look over the calendar of events for the next few months. Remember our meetings will be daytime meetings for the rest of the year and we won't have another "regular" meeting until August. Between now and then we have our field trip, a clubhouse clean-up day, two breakfast fly-ins, and a picnic fly-in. As always, your support is what makes events like these a success and makes our chapter the great organization that it is.

Be safe and see you March 9th,

Doug

MARCH 9TH EAA CHAPTER 35 MEETING

Doug Apsey
Chapter 35 Vice President

Please read this entire article BEFORE the meeting. You must contact Doug by 6 MARCH to attend the March event!

For our March 9th chapter meeting, we are going to do something a little different. I hope you are all in the mood to take a field trip. We have been offered the rare opportunity to visit Lewis Air Legends at San Antonio International Airport.

Mr. Rod Lewis owns an absolutely incredible collection of warbirds including the P-38, Glacier Girl. This is not a museum but rather a personal collection of fully restored, flyable airplanes that few ever get an opportunity to see. I urge you to visit the web site at www.lewisairlegends.com for a preview of some of the aircraft we may see. The web site also has



some interesting videos that I urge you to take a few minutes to view. Due to the size of the collection, not all of the aircraft are stored in the hangars we will be touring so we won't see the entire collection that is shown on the web site. At this time, however, Glacier Girl is scheduled to be available that day so keep your fingers crossed. Even if she is not there, I don't think you will be disappointed with the rest of this outstanding collection.

Here are the details.

Meet at Lewis Energy Group hangars at 10:00 a.m. on March 9th. They share a parking lot with Signature Flight Support so there should be plenty of parking – but car-pooling is encouraged.

The address is:

1101 Paul Wilkins
San Antonio, TX 78216

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in the basement of the tower. There's a bunch of nice big computer monitors with funky old-timey looking keyboards attached, like maybe they came out of some B-grade Sci-Fi movie about UFO aliens. The keys light up from the inside, they're big and square and all different colors and just, well, funky looking. And there's a rubber cover to keep the coffee out – very important. The screens are mostly just black, with a bunch of dotted lines that represent the various airspaces and their sub-divisions, runway headings at the several airports within the local air traffic control area and some other cryptic stuff. Surprisingly sparse, no color or sweeping green line, pretty dull to look at. They can push some of those old buttons and overlay a road map on the screen, but evidently they usually



Randolph AFB East Tower

<http://www.jbsa.af.mil/shared/media/photodb/photos/2012%5C11%5C120814-F-ST721-242.jpg>

don't bother. Our little airport is just a itty bitty circle with an airplane silhouette next to it – because, for ages, this has been marked on charts as a glider port though there hasn't been a glider based here in at least ten years.

So, the black screen has some green clusters of numbers, each one corresponding to some aircraft that is being tracked, which is pretty much all of them. Airplanes within a 30 mile radius circle around the control tower are supposed to have a transponder, which blinks out a code saying who they are and how high they are. Then there's a smaller circle right around the airport, different radius depending on the altitude. When you are going into or through the smaller circle, you have to ask permission, and they give you a special number to dial into their system so your little dot on the screen can tell them some more info, like what kind of airplane you are driving. This helps them figure out how fast you might be able to go, and how much money you might have, so they can issue instructions on who gets to go first and who has to give way in the event of a conflict.

To get permission and a number, you have to talk to "Approach". They decide if they have room inside the circle, gin up a number, and say "Squawk 04XX" or whatever – really, it's actually called a

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(Large grey hangar at the corner, US and Texas flags out front)

The tour will last approximately 1 ½ hours. They ask that we not take pictures in the hangar so please respect that request. Everyone also needs to bring a signed copy of the [Hangar Release Indemnification Agreement](#). Doug Apsey will have extra copies the day of the tour for those who do not have email or just forgot to bring it.

If anyone is interested in flying to the event, plan to park at Signature but be aware there is a \$30 "handling" fee for using their ramp. If you purchase 7 or more gallons of fuel, they will waive the fee.

Finally, I promised I would provide them with a head count so please email me at dapsey@satx.rr.com or call me at 210-913-2539 **by March 6th** to let me know if you are planning to attend.

This is a closed invitation for our chapter because as pilots and enthusiasts we should be respectful of the priceless aircraft and property. This is not a museum. Immediate family members may attend but as space is limited and the artifacts are priceless, I suggest small children may not be appropriate. **As a general rule we must limit this to chapter members and their immediate family.** Please contact me directly to discuss any non-member guests with me before you invite them to avoid embarrassment or hard feelings.

As a supporter of EAA, Mr. Lewis is providing us with this rare opportunity as an EAA chapter so PLEASE respect the guidance above and let me know **IN ADVANCE** if you will be coming.

All the passengers are seated on a plane out on the tarmac and the stewardess announces, "we're just waiting for the pilots."
The passengers look out the window and see two men, dressed as pilots walking towards the plane. Both men are using guide dogs and appear to be blind. There are murmurs among the passengers, and some believe it is a joke.
The men board the plane and go into the cockpit. More concerned murmurs and uneasy chuckles from the passengers.
The plane taxis normally to the runway and begins its take-off.
As passengers look out the window, they realize they are nearing the end of the runway. The entire passenger cabin begins screaming but the plane lifts off just before the end of the runway. The passengers calm down and chuckle to themselves. In the cockpit, the pilot turns to his copilot and says, "you know, one day those people are gonna scream too late and we're all gonna die!"

ATC (CONT.)

(Continued from page 3)

squawk code. We didn't get the info on how they choose your number – probably some classified bingo ball thingy. Once we get the squawk code, we turn the transponder knobs to that code and wait a moment or two – if all is well, they come back and say something like “Six Zero Niner Eight Eight, radar contact 2 miles south of San Geronimo at two thousand five hundred, San Antonio altimeter three zero zero four” . To which we respond, in our best radio voice, “three zero zero four for niner eight eight”. That way they know we are sort of paying attention. Then they give us some basic instructions on what to do, like an altitude to maintain, or a direction to go, where to look for airplanes that might run into us, stuff like that.

Sometimes, they sort of forget all about us if we're not in the way and we have to call them up and remind them that we are just tooling along waiting for instructions.

Other times, they issue instructions based on some faulty perception of who we are and what our airplanes might be capable of. Like, they might tell me to climb up a couple thousand feet to miss some other plane that's a mile or two away headed my way, not realizing I can't climb fast enough to avoid the other guy. So, there's a bit of chit chat for a few tense moments, usually resulting in the other guy, with the bigger faster airplane, having to do something besides just aim for the sky and keep on trucking. This is very democratic, I think..

If we happen to be going inside the inner circle, Approach will sooner or later tell us to contact “Tower”, on a different radio frequency. So we call up the Tower person, who actually IS upstairs in the tower. Depending on what our intentions are, the traffic and their mood, they will tell us some stuff, and we do that and after awhile they either give us permission to land or give us back to the Approach controllers to direct us on our way elsewhere.

If you are on the ground at the big airport, or any little airport that happens to be inside the inner circle, wanting to leave, you first have to talk to a person up in the control tower whose title is “Clearance Delivery”. You call this person first and tell them what you want to do. Because you're on the ground, and your radio might not work too good, you can call them on the telephone ! You must tell them more than just “I want to leave”, like where you're going and how high you want to fly. Then that guy gives you a squawk code for your transponder, and prints out a little strip of paper with your number on it and some other stuff. Then he writes some stuff on the strip with a Sharpie pen and lays it on his desk, in



a nice little orderly arrangement along with the strips for the other airplanes wanting to leave. Every airplane gets a their own little strip of paper – jumbo jets get a strip just like itty bitty Cessna 150's do. Then, if you are at the big airport, he tells you to call “Ground Control” on a different radio frequency. They are sitting maybe 6 feet away. If you aren't at the big airport Clearance Delivery will probably tell you to contact the Tower by radio, preferably before you get off the ground.

OK, when you are really ready to roll, you call up Ground Control and say who you are and that you're ready to leave. He turns around, finds your little strip of paper on Clearance Delivery's desk and tells you when, where and how to get to wherever it is that they've decided you are going to leave from. You repeat whatever he says, as exactly as possible, and if he thinks you got it right, he lets you get going, but only on the ground. When you get there, at the entry way to the actual run-

way, you call him up and say, more or less, “I'm where you told me to go” . He looks out the window, and if you really are there, he hands your strip of paper to the “Tower” person and tells you to call Tower on yet another radio frequency.

So, then you call up Tower and tell them where you are, and they look out the window to see if you really are there. Then they figure out just how much time there is for you to get your little slow airplane out of there before a big-ass jet comes thundering in, and if there's enough time, you get a “Cleared for Takeoff” instruction. And away you go for a little while. Pretty quick after you get airborne, the Tower calls you up and tells you to talk to “Departure”, on still another frequency.

Departure is down in the basement, right next to Approach, looking at the same screens. And they're gonna tell you some stuff, and you do it, and sooner or later, they cut you loose and say “Radar services terminated, frequency change approved, squawk VFR, g'day” . Whereupon we turn the transponder knobs to squawk 1200 and tootle off on our merry way.

And that's pretty much how air traffic control works.

Chuck Cluck is an EAA Chapter 35 member stationed at 8T8. He earned his private pilot's license within the past year and has been busy exploring the dimensions of aviation. The editor has made several visits to ATC facilities and I encourage all pilots to consider making an ATC visit themselves.

FINISHED AND FLYING (CONT.)

(Continued from page 1)

ally. He'd had a nose gear tire blow out and damaged his wheel-pant, and thus he was in the process of repairing it. That, of course, is an advantage of having built his plane himself – there is no one more qualified to do the repair than him. And the mechanic's labor charges are pretty reasonable (free!). So we spent a few minutes chatting about his airplane and his building experience.

Charlie is a former Air Force fighter pilot and retired Continental airlines pilot who has spent a gazillion hours in a whole bunch of different airplanes over the past several decades. See the write-up on page 9 of the November Runway 35 for more on his back-

ground. Guys who spend decades as professional pilots tend to be fairly meticulous about their flying -- and their equipment. Charlie is no exception, so I figured he'd be a good guy to talk to about how to finish the job correctly.

Charlie's RV-6A was a retirement project – I suppose a bit of a gift to himself. As he neared retirement he'd fallen in love with the Pulsar, a sleek glass-fiber side-by-side which was manufactured here in San Antonio. So, after retirement had assembled the funds and went to the factory to put down the cash only to find the company closed. The company has since relocated to El Salvador.

A friend, though, had just completed an RV-4 and convinced Charlie that aluminum construction in a well-built American kit was the way to go. Dee, Charlie's copilot, was not enthusiastic about being a back-seater, so, a side-by-side RV it was to be. In 1999 that was an RV-6.

The crates began to show up at Charlie's garage in August 1999 and most of the construction was done there. Writers often

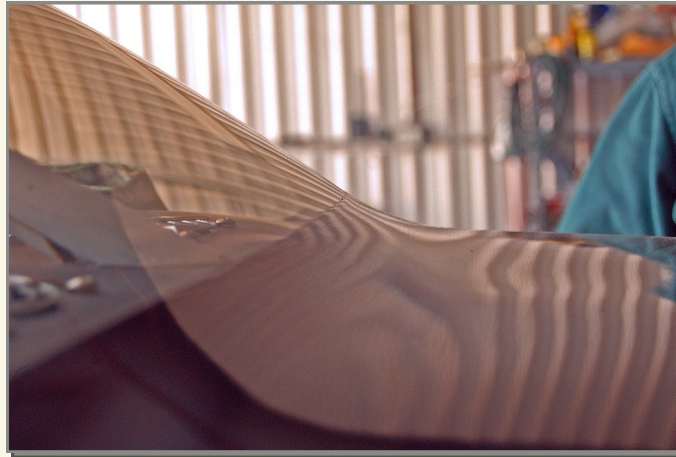
opine that working on a project at home leads to quicker build times, and I would have thought so too. Charlie disagrees. His experience was that he found it too easy to get distracted on other chores or entertainment at home, whereas once he drives all the way out to the airport he's more likely to stay till he's done. The lesson in this, then, is that prospective builders need to assess their own self-discipline when choosing their building

site. For some, a garage or basement might be best, but for others an EAA workshop or hangar may be a better choice.

Charlie's kit was a partial quick-build kit. The quick build fuselage looked a bit like a canoe with the center section and alignment done on a jig, but the turtle-deck and upper canopy yet to be done. The wings and empennage were partially done but had a lot of raw metal. The RV-6's back then were not pre-punched and drilled and thus in many ways they were not too far from a plans built plane. It is worth noting that each successive RV-design has featured more complete, pre-drilled, pre-shaped and pre-cut parts that may speed construction. But this was 1999. So, 7 1/2 years, 2800 hours and a whole bunch of holes, cuts and shaping later, he was finally ready to fly his RV-6.

Charlie's RV-6 features an O-320 engine to which he has added an after-market fuel injection system and electronic ignition. He's swinging a very stylish, tapered 3-blade constant speed Whirlwind prop that helps make for a smooth quiet ride with good performance. He's got plenty of oomph to per-

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FINISHED AND FLYING (CONT.)

(Continued from page 5)

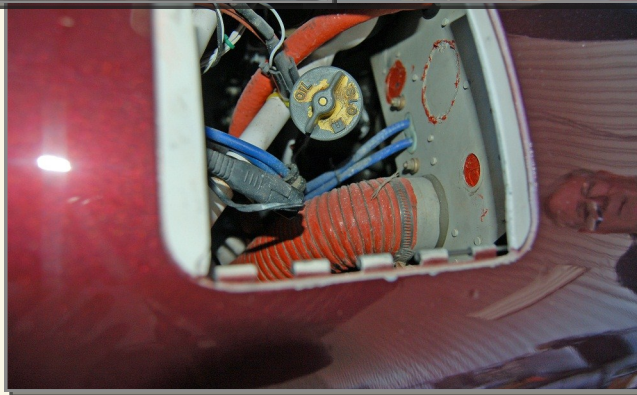
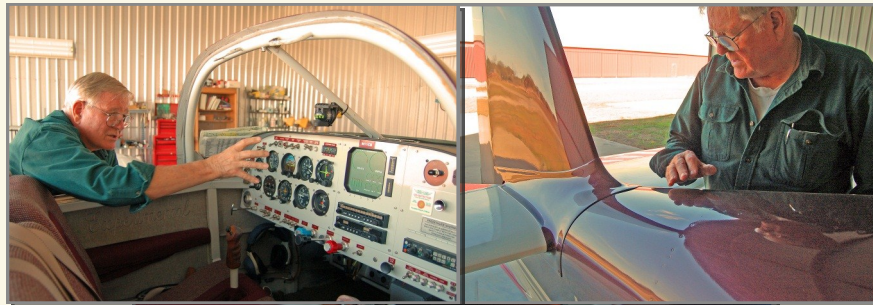
form “gentleman’s” aerobatics yet has the comfort for long trips with very low fuel burn.

He outfitted his panel with state of the art (in 1999) engine management suite, radios and avionics but went with “steam gauges” as those were what he was most familiar with. His plane is IFR capable, but he really doesn’t ever intend to use it for heavy IFR work.

From a distance Charlie’s RV-6A looks pretty much like all of them, and there are a lot out there. The deep red paint glows in the sunlight as microscopic gold flecks pick up the light and it looks fast even in the hangar. But this is not a 40-foot plane as it looks even better close-up.

Charlie told me that the aluminum work was the “fun part” and was fairly straight-forward. The tedious part of the plane was finishing the fiberglass portions and, as reflected by every RV builder I’ve met, the worst part was getting the canopy to fit just perfect.

In Charlie’s case the tedium apparently actually meant attention to detail. I ran my hand across the canopy to cowling interface. Most planes have a canopy frame riveted to the Plexiglas that abuts the cowling. However, this plane has an absolutely seamless, perfectly contoured faring that blends Plexiglas to cowling. The same is true of the entire canopy frame, perfect blended contours and when the canopy closes it does so with the hermetic tightness of a vault.



The wing and horizontal tips, likewise, are smoothly blended to the aluminum without a hint of a seam and sighting down the rivet lines there is not the slightest ripple or irregularity. The

faring to the horizontal stabilizer, normally a two piece affair, was modified into a single-piece, fully-contoured fairing, and even the wheel-pants have been modified to give them even sleeker curves and no seams.

I marveled over the cowling. I suppose I am easy to impress, but this cowling has no external fasteners anywhere.

None. The tolerances are razor-blade tight....and there are no fasteners. The cowling was assembled using piano hinges on the inside. To open the oil door, Charlie pulls a secured wire from the front nacelle that releases the door from the inside. To remove the cowling, he unlocks and pulls the piano hinge wire from inside the cockpit. Then he just lifts off the cowling. This plane is slick, polished, and aerodynamic everywhere.

And, Charlie is quick to point out that all of that finish, attention to detail, and perfection is due to his mentor, EAA technical advisor Paul McReynolds. Paul was an experienced RV builder and Charlie credits him with being his inspiration to complete the plane at all. Paul kept track of all the RV builders in the area and created a Wednesday builder’s group. The builders compare notes, exchange tools and techniques, and often will end up helping each other on those parts that take several hands. Paul was

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FINISHED AND FLYING (CONT.)

(Continued from page 6)

a master of details as well and much of the tedious fiberglass and epoxy work and innovative ideas I described above were the product of hands on mentoring.

Another valuable resource for Charlie was an on-line advice from the Aero Electric Connection (<http://www.aeroelectric.com/>). Bob at Aero electric conducts weekend seminars and has a wealth of resources pertaining to designing and constructing an aircraft electrical system with specific focus on preventing potential failures.

So, having completed the plane after 7 ½ years Charlie flew it around in primer for another 5 as he decided on a paint scheme and finished the final fine-tuning. And, somehow, purely by coincidence I'm sure, he ended up painting her in Texas A&M colors. Charlie is rumored to be a bit of a fan....

Asked about lessons learned from a decade of building and flying his plane, Charlie gave

the following observations:

- ◆ He says if he were to build again, he'd choose a newer vintage kit (RV-7, 8, 9, 10) that has more preparation (pre-drilling, pre-shaping, etc.) done. Prospective RV builders would indeed be well advised to pay attention to the differences in kit finish between the models.
- ◆ He might go with a high performance fixed pitch prop. Today's prop technology has improved to where modern fixed pitch props offer performance once only seen with constant speed props. And the fixed pitch props require considerably less weight and complexity.

- ◆ Wait to buy avionics until you are ready to assemble your panel. Charlie bought his avionics at the same time he bought his kit. A lot changed in the ensuing years and by the time he got them out of the box the warranties had expired and they were no longer state-of-the-art.



- ◆ Finally, find and use a technical advisor, mentor, and/or builders group to help. In his case he doubts he ever would have finished otherwise. Charlie credits Paul McReynolds with much of the amazing finish work and innovation his plane.

Our chapter has several technical advisors locally and there are folks experienced in nearly every make and model somewhere who would love to



help. Obviously Paul left a great legacy in a magnificent plane, a group of builders who are dedicated to helping one another, and in a pilot who has realized his dream – built with his own hands.

Thanks Charlie for sharing your experience with us. For those contemplating building, in Charlie's words "It's really not as hard as it looks!"

This is one of a monthly series of articles featuring local builders/restorers and projects of interest to the general membership. If you would like to show off your project please contact me at ea35news@gmail.com. Of course the editor reserves the right to show up unannounced at any open hangar!

I LEARNED FROM THAT!

PROP—WHAT PROP?

Dave Baker

Long before I knew anything about the EAA and “Homebuilt” aircraft, my sister told me about this “crazy” guy who was their Little League coach and was building his own airplane in his garage! Being a pilot, I just had to see this aircraft and meet this crazy guy.

We were invited out to Bob & Jayne Isaacks house one Friday evening to see this airplane. When we arrived Bob had just driven in from the IAH airport after a weeklong business trip and of course the first place he went was to the garage to work on his plane. He still had his travel bag in the garage and his business clothes on and my first thought was, “yes, he is crazy”! The main fuselage was in the garage but the wings and tail feathers were in the formal dining room and living room!! Needless to say, Jayne was not very happy with this arrangement. We talked a while and I learned that this airplane was a VP-1, Volksplane, single place, open cockpit, low wing with a VW engine (where the name came from). Bob was “90%” complete with only 50% to go to first flight.

Fast forward four years. I had not heard from Bob again and never visited him after that first visit. In the meantime, I had been promoted to a Buyer position with Handy Dan Hardware and transferred to San Antonio. A few months after arriving in SAT, I read an article about this “Build-it-yourself” airplane called a KR-1. I ordered the plans and then starting hearing about this group of “crazy” guys and gals called the EAA’ers. I searched around and ran into a group at Twin Oaks airport who were hauling a “pile” of an airplane on a trailer into the airport (that’s another story I’ll tell you about someday). I met David Beckett, Dan Cerna, Paul Hammond, Danny McCormick (he owned the “pile” in the trailer) and a couple of other people. David Beckett was the President elect of EAA Chapter 35 which had a clubhouse at Westside airport and they met the second Saturday of each month which happened to be the next Saturday. I was invited to come out which I did, they hooked me and I’ve been a member ever since!

I received a call one day from Bob Isaacs telling me that he quit his job with Moen faucets and had started his own Manufactur-

ers Rep agency and would I give him an appointment to see some of his product categories. I agreed and we set a date.

Bob arrived on the date and the first thing we talked about (of course) was the VP-1. As it turned out Bob completed the plane but crashed it on its maiden flight! Seems he got behind the power curve on the first takeoff and it stalled wiping out the



http://airshow-reviews.com/photography/volksplane_schaffhausen.jpg

landing gear, prop and Bob’s lower lip! Bob repaired it and flew it one time just to prove to himself that something he built could fly! Bob became one of my vendors and over the next few years or so his business grew and he decided to move to a more central location in Texas so he found a great runway lot at Lakeway resort just west of Austin. Bob built his own home and sub-contracted a lot of it himself. I went up and helped him wire

it one weekend. While at the house I noticed an airplane under some tarps and asked if that was the one he had built and he said yes. I went and looked at it and it appeared to be in very good shape. Bob told me that he had met a man who was a Flight Instructor and he had been flying it for Bob to keep the engine lubed and build some hours on it. Bob reported that the Instructor said the plane flew “very good”. After the weekend was over I returned to SAT and did not think much of the Volksplane again until one day Bob was in SAT and we had a meeting and we were talking about the Volksplane and he stated “How would you like to come get the VP and fly it around this summer to the various airports and fly-ins around SAT and try to sell it for me”? WOW, did I hear right, my friend is willing to let me take his airplane and fly it all summer to various places and have all that fun that you hear about people having in homebuilt planes??? Of course, I accepted without haste ...and without discussing this with Shirley too! In the meantime Dave Beckett took me in his Pietenpol and let me get some taildragger time since I had only flown a taildragger about ten hours in my whole flying career (409.0 hrs. in my logbook at this date).

I did not tell Shirley anything about this agreement until a day before Bob was coming to SAT to pick me up to fly back to Lakeway in his Cherokee 140. When I discussed this with Shirley, she was not in agreement with me flying that “thing Bob built in his

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I LEARNED FROM THAT! (CONTINUED)

(Continued from page 8)

garage and crashed". I tried everything to assure Shirley that Bob had done a great job repairing the airplane, had flown it himself, had a flight instructor flying it some and that I can handle that airplane. Her parting words were "Do not fly that airplane, I don't feel right about it". Just a wifely concern I said to myself. She will change her mind when I fly into Westside in the VP-1 with that big smile on my face, you'll see.

When Bob and I arrived at Lakeway, we went down to where the plane was parked on the ramp. It was covered with a tarp which had water resting in the tarp over the cockpit area. We removed the tarp and immediately I could tell the plane had been sitting there out in the open for quite a while. I asked Bob, "how long since this has flown"? His reply "about six months or so"! Hmm, I don't like this but, hey, free flying only having to pay for gas, oil, right? It was getting dark so we agreed to have a beer (or two) and get up early the next morning and get the plane ready to fly back to SAT.

Thursday, April 17, 1980 (the date in my logbook), we got up early, had some coffee and a bite to eat and then straight to the ramp to get ready to fly to SAT. Now, as you read through this make notes of "issues" that you believe will teach warning signs.

First, we had to drain all of the fuel out of the header tank as it had water in it. Second, the cockpit was really dusty and had spider webs, etc. in it, cleaned it out, checked the controls, all seemed to operate correctly. Third, the throttle was frozen shut, would not operate, required taking it out, cleaning and lubricating then working back and forth until it would operate easily, re-installed and safety-tied that. Fourth, walk around, hey, what's this? The tailwheel is bent at about a 20 deg. angle to the right. "Oh, Bob says, that happened when I crashed it on the maiden flight, straightened it as much as I could. Don't worry it operates ok". Fifth, next stop is at the prop. It's a wooden prop, the finish looks good, not cracking or peeling, edges are smooth, no nicks, gouges, etc. The prop bolts are secure, the safety wire is tight** (remember this) and the cowling is secure and openings clear.

Got fresh fuel and poured it in the tank, drained the tank a little too clear fuel lines and hooked everything back up. Everything is



<http://3.bp.blogspot.com/-gbCPW82zmIY/TxBIMT5mrDI/AAAAAAAAALQ/fzYgwcUNVro/s1600/01.jpg>

all ready to go. Let's start the engine and run it a while to check it. The VP-1 has the "Armstrong" starter so I got in, Bob talked me through the starting procedure and I said "mags hot". Bob

pulled the prop through, and pulled the prop through, and pulled the prop through until his arm was about to fall off. Not even a "pop or cough" of the engine! OK, I'll pull it through for a while but before we do that lets take the carburetor off, clean it and blow it out, re-install it and see what happens. Did that and on about the tenth pull she fired up. Ran really rough at first but then smoothed out.

About that time Dave Beckett flew

in to Lakeway in his Pietaenpol to fly back with us. I felt good about that. Bob was going to fly his Cherokee 140, Beckett in the Piet and me in the VP-1. Man, I can't wait to have all this fun this summer flying the VP-1 all over south Texas, it's going to be great.

I did some taxi test to get the feel of the VP and I discovered that to turn left, I had to add some power and push the stick forward to get the tail up enough for the wheel to turn due to the angle it was bent at!!

OK, we're ready to go. The agreement was that I would take off first, circle around over the field to see that everything was "working" and then Beckett would take off join up with me, then Bob would take off and join us in route to SAT.

I started down the runway, left foot in to correct torque and as the speed increased the plane starting going to the right, more left foot until I had it all the way in, still going to the right, ok, put some left aileron in, now going down the runway with the left wing almost dragging the ground but hey, I'm starting to fly now (it was in ground affect) so I keep going down the runway until finally I am flying, YEEHAWW, I'm flying, this is great, man I can see forever in this thing! I climbed to about a thousand feet over the field and circled and wagged my wings (by the way, no radio). Beckett took off and started up toward me and when he got up we turned toward SAT. Bob took off after that but I did not see him until a little later. As we were cruising towards SAT I felt some slight shaking and I thought it was the

(Continued on page 10)

I LEARNED FROM THAT! (CONTINUED)

(Continued from page 9)

engine so I pulled the throttle back and then pushed it back in. It smoothed out so I started "flying" the airplane to see how it handled as you now know this is my FIRST flight in this airplane that I really don't know ANYTHING about and I'm flying it cross-country to SAT!!

I looked around and saw that I was heading toward Austin and Beckett was heading to SAT so I turned south to catch up with Beckett (the VP-1 was faster than the Piet by about 10mph). I was gaining on Beckett and all of a sudden I get this sensation "my feet are tingling like they are going to sleep, what is wrong with me"? I do a quick body check and determine that it's not me, that's VIBRATION and it is getting severe. As I reached for the throttle to do my in and out procedure again, the engine revs up to about 5000 rpm as I watch the prop LEAVE the airplane!!! The prop went spinning straight out, then down some and then back up and to the left right in front of my path where Beckett would have been if I had been up to him BUT, Thank God, I was still back far enough away that it missed him.

I immediately pulled the throttle back and had to push the nose forward as it tried to come up on me since the weight of the prop was no longer there. (A great lesson in weight & balance the hard way). I looked to my left and then to my right to look for a place to land my "glider". I was over some very hilly terrain and not very inviting for a landing spot. The engine was still running so I shut it off, it got really quiet then! Over to my right I saw an area where it looked like they were grading some roads out of the hills. I was about three or so miles away and I was at about 1200 feet above the ground. I turned the plane in that direction and headed over there. When I got over the "road" I was still high so I flew over it, turned a left downwind, then a left base leg and then I noticed that the "road" was a rough grading that went down a hill! I turned final and realized that the road went downhill at about the rate I was descending so therefore I was not gaining on the ground very much and the road was only about 1500 feet long, then it turned left for about 300 feet and then right and went UP a hill! I kept descending until I ran out of straight road and it turned left, I flew past that turn as the road was dug out of the side of that hill and I did not want to strike the hill with my wing. As I cleared the hill with my wing I kicked left rudder and threw the nose over to get me in the direction of the road which was about 300 feet long before it turned right and went up the hill. I landed on the 300 foot section and started kicking for right brake (it had heel brakes). I

connected with the brake and pushed it enough to steer the plane around the turn and up the hill I went! It came to a stop pretty soon then and I took a deep breath, said a short "Thank You Lord" prayer and then I heard an aircraft engine very loud. It was Bob in the Cherokee 140. He had followed me down to see if I would make it! I waived him off as he was very close to the ground which rose above all around me. He waggled his wings and I saw him head off back to Lakeway. Beckett was circling above also and when he saw me wave "OK", he turned and headed to SAT.

Now, I don't know where I am at. I am at an incline that when I started to get out of the plane, it started rolling back down the hill!! I got back in the seat and held the brakes to guide it backwards down the hill until it stopped. The right side of this "road" dropped off about 100 feet into an area full of boulders and mesquite trees. The left side went up a hill. Finally the plane was stable and not moving so I unbuckled and got out of it. I DID kiss the ground.

I picked up the tail to walk it off of the road in case any traffic came by and when I got to the edge, I sunk in mud about 6 inches deep. I dropped the tail and said a couple of choice words about the mud. About then, I heard vehicles speeding over the top of the hill I was going up and looked up and saw two Jeep Cherokee vehicles come screeching to a halt at the top about 200 feet from me. There were two guys in one and one in the other. The one who was by himself got out and immediately started taking pictures. My first thought was "how did the FAA get here so fast"!! As it turned out these gents were the developers of this property and they were just starting the rough grading work to put in roads. They did not even have a road cut to the main highway yet, only a trail to get their equipment in. One stated "we saw you fly over and then your prop come off. We followed your prop until it disappeared behind that hill over there, then we said we better get over here and see if you crashed". They said "We think we know where your prop went, want to go look"? I said yes, I want to see what happened because when I looked at the prop hub after landing the six ¼ in prop bolts had bent and sheared off, leaving part of the bolts in the hub! We went and looked up and down crevices but never found the prop. I have always feared someone would find a cow or person with a prop stuck in them!

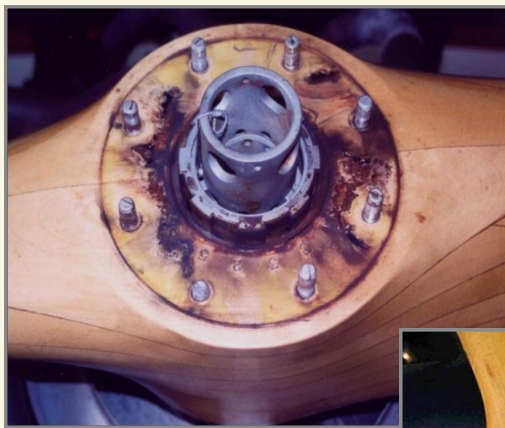
These men took me up the highway to a store so I could call Bob

(Continued on page 11)

I LEARNED FROM THAT! (CONTINUED)

(Continued from page 10)

to come get me. They said “you look like you could use a beer”. I said, “you bet I could”. Ironically as I stepped out of the store, Bob & Jayne came driving in. Jayne got out and ran over to me and gave me a big hug. That’s when my knees buckled and I started shaking!! Bob, Jayne and I drove back to the area where I had landed. We decided that we could not fly the plane out of there because of the terrain so Bob made the decision to fly me back to SAT, get my truck and drive back to Lakeway and take the wings off and trailer the plane back to the Lakeway airport, then reassemble it with a NEW prop and bolts!



<http://www.stearman.net/index.php/bolt-torque-on-wood-prop/>

As we got back to Lakeway airport and started to get into the Cherokee 140, I told Bob “I want to fly back to SAT” and he said “you sure?”. I said “yes, I have to get back in and fly now so I can assure myself that I am not afraid of flying after this incident”. I flew back to SAT and Bob left the Cherokee with me for the next week. That weekend, I took Shirley and the kids flying. We took off out of Westside for a local flight. After about 25 minutes the engine ran rough for just a couple of seconds. I’m not saying I panicked...but...I immediately flew back to Westside and landed. After a “potty” break, we took off again and had an uneventful flight.

By the way, when we flew back to SAT and Shirley came out to pick us up, she asked “where is the VP-1? We told her it “wouldn’t start, so we had to leave it there”. I knew that I would have to fess up before the next EAA meeting because I was the President of the Chapter and the news of my “incident” arrived back here and was spread to a lot of members before I got back that day (Dave Beckett!)

As we were getting ready to go to the May Chapter meeting I said to Shirley “I have something to tell you about the VP-1” She said “What is it?”. I explained what had happened and she just stared at me for about a minute with those eyes burning right through me and then she said “The next time I tell you I have a

terrible feeling about something you are going to do, you will listen, won’t you?” You bet I will!!

THE LESSON

NOW---I never really knew what happened to that prop until I was at Oshkosh and I attended a Burt Rutan seminar under the wing of a Long EZE. Someone brought up the question about “Torqueing a wooden prop”. Burt stated “If you have a wooded prop on your airplane, every three months you should cut the safety wire**, loosen the nuts, re-torque them and re-safety-tie them-PERIOD-More often if you live in a humid climate”. I explained this story to Burt and he told all of us what had happened. Because the VP-1 had sat in the open exposed to the weather, the wood prop had absorbed moisture which causes the wood to expand which puts pressure around the steel bolts compressing the wood. When it



http://www.eaa.org/experimenter/articles/2010-06_darside.asp

gets drier, the wood does shrink back some but the compressed part shrinks also, causing a micro-void between the prop and bolt. With the centrifugal force of the prop the void creates a vibration which eventually

got so bad that the prop was vibrating to the point that it was “fluttering” and that sheared all six bolts. IF YOU FLY A PLANE WITH A WOOD PROP, RE-TORQUE THE BOLTS AS DESCRIBED ABOVE—PERIOD.

Two other VITAL POINTS—I credit my training and the performance of the aircraft for me being here today. The aircraft responded to every input I made and flew as the builder designed it too. During my training I determined if I ever lost an engine that when I chose a place to land—I WOULD LAND THERE.

Lesson Learned and NEVER FORGOTTEN! My Quail has a wood prop and even if I don’t fly for a long period, I will loosen the prop bolts and re-torque them at least once a quarter.

Editors Note: Please see the guidance from Sensenich propellers who recommend re-torque at least every 50 hours at [http://www.sensenich.com/files/documents/Installtion Instructions Wood Aircraft Installation 1261581692.pdf](http://www.sensenich.com/files/documents/Installtion%20Instructions%20Wood%20Aircraft%20Installation%201261581692.pdf) or similar guidance from your propeller manufacture for specific guidance on re-torque requirements and procedures.

THE BUILDER'S CORNER

SOLENOIDS

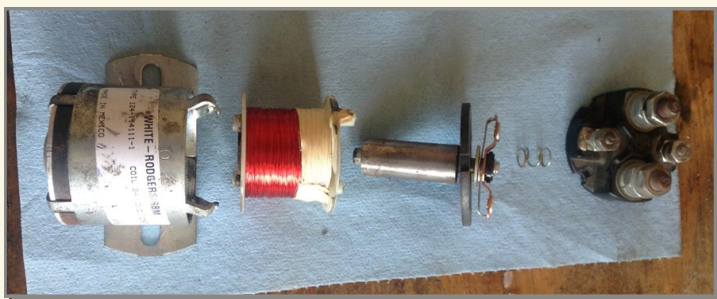
Mark Julicher

EAA 35 Technical Advisor

If your plane has an electrical system, it most likely has a solenoid. If your plane has an electric starter, it has two solenoids, and if your plane has an electric system, electric starter, and an external power receptacle, it probably has three solenoids. Most of us have seen or at least heard the solenoid(s). The battery solenoid makes the CLICK when you turn on the master switch. This solenoid is rated for continuous duty because it stays in the on position as long as the master switch is on. The starter solenoid goes CLICK when you actuate the starter, but you might not hear it because the other noises associated with engine start are too loud. Perhaps you are familiar with the CLICK CLICK CLICK of the starter solenoid when you have a weak battery.

So what is the solenoid doing? The solenoid allows a small electric current to control a large current. When you actuate the master switch or the start switch, a relatively small current activates an electromagnet in the solenoid and the electromagnet in turn closes some large contacts allowing a powerful current to flow. So the solenoid is a safety feature. A few amps at 12 (or possibly 24) volts flow through the master or starter switch and allow tens or hundreds of amps to flow through the solenoid contactors to feed power-hungry aircraft systems. Think about that. If a master switch should fail at the instrument panel, it may spit some sparks and a bit of smoke and eventually trip a 5 or 10 amp breaker. On the other hand, if that switch were to carry a hundred amps, you could see arc welding happen right in your lap!

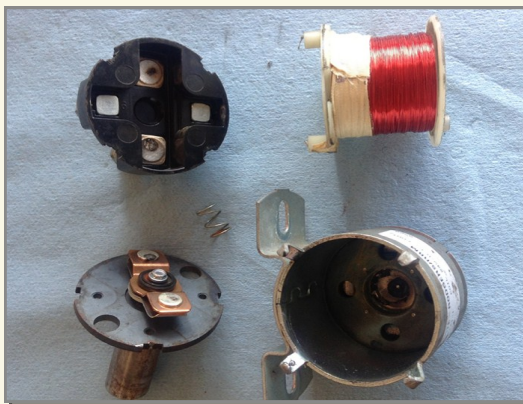
The photo below is an exploded view of a starter solenoid.



From left to right you see the outer housing, an electromagnet, a steel plunger attached to a heavy copper contactor, a return spring, and a terminal block. The wires from the starter switch, (about 20 gauge), attach to the small terminals on the terminal block. On the larger terminals go the wires feeding the starter. These wires are about 6 gauge or larger. It is easy to visualize

how a small force travels through the fine wire of the electromagnet coil, draws the steel plunger into the magnetic field, and thereby pushes the copper bar against the larger terminal contacts. A small force controls the larger force needed to turn the starter.

The next photo is a different view of these same components.



In this second view you can see the underside of the terminal block. Note the robust contact surfaces used to carry the large current. Note the burn marks on the contactors. It is much better that this arcing and sparking take place inside the solenoid housing than inside the cockpit.

The keen observer will note that this particular solenoid is broken. The fine wires of the electromagnet should extend from the two small plastic stubs on the left end of the electromagnet and be soldered to the small terminals of the terminal block. In fact, this solenoid was removed from a Cessna 172 after it had failed from age, corrosion, and vibration. Wires leading out of the electromagnet were frayed, broken, and showed signs of oxidation. Consider also that the aging of this solenoid might have been accelerated by someone cranking the engine for longer than the 10 seconds stated in the POH. This momentary duty solenoid gets HOT with extended use. Tiny wires and solder joints have been known to melt from such abuse, and the thin red lacquer which is the insulation on the magnet wire will degrade and eventually fail due to heat.

As an A&P at Bulverde Intergalactic Spaceport, I encounter about one or two solenoid failures each year. If it has been a long time since your master or starter solenoid was replaced, you might consider buying a spare from a salvage yard just to have it handy. Good pulled parts are usually available from many salvage yards including Texas Air Salvage, Preferred Airparts, or Air Salvage of Dallas. As always, have the desired part number handy to get the best service.

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

Thank you to Chuck Fisher for submitting February’s mystery plane. No one responded so he picked a tough one. If you thought it might be a SIAI Marchetti S.205, you are correct. The S.205 is an Italian four seat aircraft that first flew in 1965 and production started in 1966. The initial production run ceased in 1975 but the company made an additional 140 between 1977 and 1980.



While the majority of the S.205’s were manufactured in Italy, 65 airframes were sent to the US for assembly by

the WACO Aircraft Company. These were marketed as the WACO Sirius and later the Vela S220.

The S.205 was available with both fixed and retractable gear and used three different powerplants during its production run. It initially came with the 180hp Lycoming O-360 but was later available with the 200hp Lycoming IO-360 and the 220hp Franklin -350C1 engines. The Italian Air Force purchased several of them for use as liaison and trainer aircraft. These were re-designated as



Sadly this aircraft crashed outside KFRG at some time after this photo was taken

<http://cdn-www.airliners.net/aviation-photos/photos/1/1/2/0599211.jpg>

the S.208 and were powered by the 260hp Lycoming O-540 engine. Approximately 379 S.205’s were built and as of 2010, about 50 were registered in the US.

WELCOME NEW EAA CHAPTER 35 MEMBERS!

Ron O’Dea

Please welcome:

Matt Van Der Walle and his wife Stephanie.

Matt is a long-time San Geronimo Airpark Aviator and New Chapter 35 member. He is a long time resident of San Antonio and is a Major in the USAF based at Kelly as an Instructor Pilot in the C-5. Matt is also a CFI, CFII and flies a gorgeous 1947 Stinson 108-1 out of 8T8.

NAME THE PLANE

Doug Apsey

I hope you have your thinking caps on! This photo was contributed by Ed Seurer who has the original print from which this was taken. However, asking Ed to see the original will be cheating as will all manner of bribes for the answer!



So, here is the challenge:

What company built it?

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

Within 5 years, what year did it first fly?

Bonus points:

How many were built?

Are there any still surviving?

E-mail answers and comments to dapsey@satx.rr.com

CHAPTER BULLETIN BOARD

No formal meeting or meal is planned for the Rod Lewis tour. I suspect, though that a lunch at a local restaurant could occur following the event. Pilots have to eat!



Return to Kerrville Reunion

Fly-in

April 27, 2013

Come for the Day or stay the weekend!

No Agenda

Just reacquaint with old friends and make new ones.

Bar-B-Que Lunch hosted by Joe Kennedy of Kerrville Aviation

Location

Kerrville-Kerr County Airport

Under Wing Camping allowed

Free Transportation to Hotels Available

Questions

Kerrville Convention & Visitors Bureau

Lodging Information

1-800-221-7958 www.KerrvilleTexasCVB.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



Country Store

Brian Goode



There are still some Chapter 35 Tervis Tumblers available for sale through the Country Store. The embedded logo is a embroidered patch between the insulated layers of the tumbler, not a stick on label.

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

remains at \$16.00 each and are packaged in quantities of four. Give Brian Goode a call at 727-709-1159 and reserves some today.

The Chapter is excited to introduce a new locally designed and produced (Yup Made in Texas, USA—Really!) product to tell you about, the Aero- Camper Chocks. These wheel chocks are lightweight, portable and durable. Designed for use on grass or dirt parking areas, they work equally well on pavement or tarmac.

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



These wheel chocks are available for a \$21.00 / pair donation to the Chapter. Most people are getting two sets, one for each main wheel. They will soon be on display at all Chapter 35 functions, or you may call the Country Store at (727)-709-1159 to reserve a couple sets.

EAA CHAPTER 35 CATOLOGUE

Caps:

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





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Board Advisor 830-438-9799	John Killian jmkilliani@gmail.com		

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CHAPTER CALENDAR

MARCH	9	Rod Lewis Member-Only Tour	1000 assemble at Lewis Hangar No regular meeting
APRIL	13	 FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
MAY	11	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	13	 FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	10	<u>DAYTIME MEETING</u> Speaker TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	<u>DAYTIME MEETING</u> Speaker TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	12	<u>DAYTIME MEETING</u> Speaker TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	9	ANNUAL CHILI COOKOFF Annual Membership Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting 12:30 pm
DECEMBER	14	CHRISTMAS PARTY	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>

EAA <http://www.eaa.org/calendar>

Fly-ins <http://www.flyins.com>

No March Events Listed as of Publication

For long term planning:

9-14 April—Sun 'n Fun

Saturday, April 13, 2013

10:00 AM - 2:00 PM

Airport Day T82

04-20-2013 -to- 04-20-2013

Mustang Beach Fly In

Port Aransas, TX

Saturday, April 27, 2013

9:00 - 3:00

Bluebonnet Picnic

Cannon Field, San Antonio, TX, USA

<http://www.als-cannonfield.com>

Contact: Gene Jensen 210-842-0429,

05/24/2013 -to- 05/25/2013

Ranger Fly-In & Airshow No.6 (Air Show)

Ranger Antique Airfield - Ranger, TX

29 July—4 Aug—Airventure (Oshkosh)

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 tcflaying-doc@yahoo.com

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: Stolp Starduster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. **MUST SELL - Make Offer.** Call Dan Cerna at (210) 688-9345.



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 Sundowner
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 hangedared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235



FOR SALE. All items were functioning normally prior to being removed as part of the panel upgrade on my RV-6A.

- Apollo GX-60 GPS/Com, Apollo ACU (annunciator), and Jeppesen Skybound The GX60 is TSO-C129a Class A1 approved for IFR non-precision approach operation. The com function supports monitoring the stand-by frequency. I'll also include a Trans-cal model SSD120 altitude encoder (passed IFR check (3/12). - \$2500.
- Vertical Speed Indicator - United model 7030, 0-3000 fpm, \$100
- Altimeter - United part no 5934PD-3, Lighted (passed IFR check 3/12), \$150
- Airspeed Indicator - United part no 8125, \$100

Pictures available on request. Contact Dick Flunker, email RFlunker at ATT dot Net, or call 214-793-5546.



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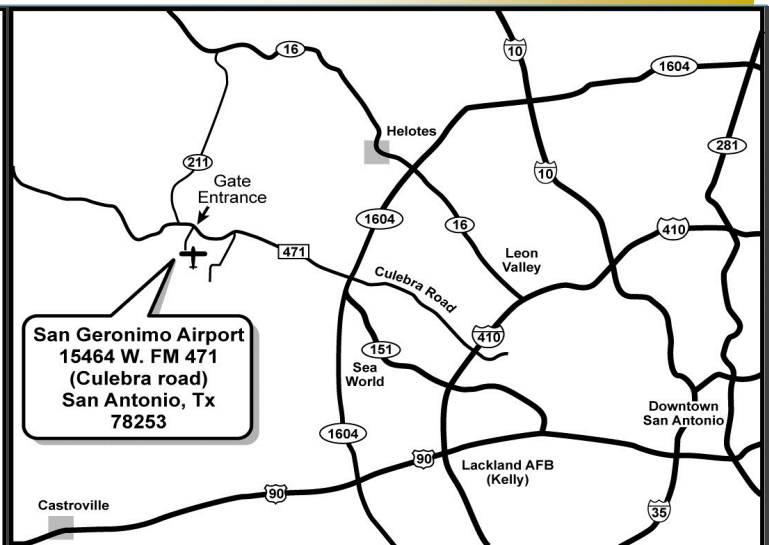
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

March 9th

**Member-only event
See page 2 for details**



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

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

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

www.35.eeachapter.org

**RELEASE AND INDEMNIFICATION AGREEMENT
FOR LEWIS HANGARS**

The undersigned has requested permission to enter into the Lewis Hangars. The owner of the Lewis Hangars has given permission to the undersigned to enter into one or more of the Lewis Hangars, subject however to the prior execution by the undersigned of this Release and Indemnification Agreement.

The term "Owner" as used in this Agreement includes the owners of the Lewis Hangars and aircraft located in and around the Lewis Hangars and their affiliates, subsidiaries, officers, directors, partners, agents, employees together with Rodney R. Lewis, his family, heirs, executors and assigns (if any).

The undersigned agrees to indemnify and hold the Owner harmless from any and all actions or causes of action, claims, demand, liabilities, loss, damage, injury, cost or expense of whatever kind or nature, including costs of litigation, attorney's fees and reasonable expenses in connection therewith, for injury, including death, to the undersigned and/or for damage to or loss of property occurring in or around the Lewis Hangars and/or aircraft located in and around the Lewis Hangars, and regardless of whether such action, claim, demand, loss injury or damage claim shall be valid or groundless.

I HAVE READ THE FOREGOING AGREEMENT AND I UNDERSTAND AND FREELY AGREE TO THE TERMS HEREOF.

Date	Signature	Printed Name
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