



August 2014

Volume 56 Issue 8

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Next Event

9 August 2014

Lunch Meeting/
Program

1130

Chapter 35 Clubhouse

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So you want to be a pilot? Redneck Flying Lesson

Editor's note: I don't know if this is true, but you never know. I hope not!

Lew Mason

One day I decided I wanted to learn to fly. A five dollar "learn to fly" coupon was in the paper so now was the time. My old pilot friends told me I just needed to relax and I'd really enjoy the experience. So, with my coupon and a six-pack I was on my way. When I got to the airport I was so relaxed that I could hardly stand up. So I

threw away the empties and went into the office. There I met my instructor. Boy did he look the part – steely eyes, a leather jacket with "ace" on the pocket, sunglasses, ball cap and khaki pants with Justin boots.

We walked out to the plane and he said we should check everything out. Right away I spotted a problem. Hey this thing has a wheel missing. He said it only needed three wheels. So I saw right off that we

were going to fly a very cheap airplane.

That wasn't the only problem. The tail was loose – really loose. Heck, it flapped up and down and right and left and both the wings had loose parts too. This thing didn't look safe at all! When we got in the steering wheel was busted too. I could pull it almost all the way out of the dashboard. He didn't seem to notice though.



[http://www.google.com/url?sa=i&rc=jq=&esrc=s&source=images&cd=&docid=UmystZdkDigzkM&tbnid=ZFICwHvybPV-EM:&ved=0CAIQJw&url=http%3A%2F%2Fwww.clipartbest.com%2Fdownload%3Fclipart%2F...&imgrefurl=http://www.clipartbest.com/clipart/1234567890.html&imgrefurl=http://www.clipartbest.com/clipart/1234567890.html&imgrefurl=http://www.clipartbest.com/clipart/1234567890.html](http://www.google.com/url?sa=i&rc=jq=&esrc=s&source=images&cd=&docid=UmystZdkDigzkM&tbnid=ZFICwHvybPV-EM:&ved=0CAIQJw&url=http%3A%2F%2Fwww.clipartbest.com%2Fdownload%3Fclipart%2F...)

He said "see those two pedals on the floor?" Sure, that's the brake

and that's the clutch. But, the gas pedal was missing. He explained that they make the tail swing left and right. Why you would want to do that was a real mystery. Anyway, we got in and someone was apparently a real clock fanatic. The whole dashboard was covered with clocks. The instructor said "no sweat, each one tells us


(Continued on page 6)

Next Event Guest Speaker

Gary Stamper

San Antonio FAASTeam Program Manager

Important FAA Safety Initiatives



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

To all members of EAA Chapter 35 in San Antonio, The Chapter 35 Fly-In Breakfast had people both flying in to San Geronimo Airpark with 5-6 airplanes from airports around and driving in with cars. A raising the flag ceremony outside the Clubhouse with the attendance of all participants was accompanied by our past president Nelson Amen's excellent solo trumpet playing of the National Anthem. It was very well received.

We also had a visit of the Publisher of the General Aviation Security Magazine, David Hook. He lives here in the San Antonio area. The magazine is published quarterly and dedicated to "protecting the freedom of flight for the general aviation community around the world" as stated in the magazine. David took several photos with his professional camera of the activities at the Fly-In Breakfast and he talked to several of our members about our Chapter. His intention is to cover it in his magazine. If you are interested to look at his Magazine, I got a copy of the most recent, which you can borrow. He also joined the EAA 35 as a member.

After the Fly-In the Board Members of EAA 35 had a meeting. Dave Baker gave an update on the future of EAA 35 hangar, its economy and policy. No bids to partition the hangar have been solicited at this time. The plan is to wait until a renter is firmly committed to rent the Chapter hangar space then proceed with the necessary bids and partitioning to separate the tools/work shop from the rental space.

Dave Baker also commented on several kind donations to the Chapter's Young Eagles or similar activities in memory of deceased members from the money from the sold Moni Motorglider to direct checks. Just before the BOD meeting a Cessna New Pilot Kit was donated to the Chapter. It will be sold by e-mail bid over a two week period for a minimum of \$100. Steve Jones is the point of contact to accept bids and get the kit to the winning bidder. The Board of Directors also decided to broaden the use of the term Youth Education to include Young Eagles, Air Academy, Builder's Academy and other chapter focused activities. The chapter donation letter will be amended to reflect the language.

There was also a clarification of the pay requirements for fly-ins, the annual picnic and the annual work party. The BOD agreed that for fly-ins the pilot, who flies a plane in from somewhere else, does not have to pay, though donations are welcome. The annual picnic and work party meals are free to attendees and paid for either with a donation (thank you Gail Scheidt) or chapter funds.

Dave Baker was also recognized by the BOD for his two upcoming

Ron O'Dea

Chapter 35 continues to grow! Please welcome

Re-welcome **Steven and Diane Dortch**. Steven, a US Army Infantry Officer and Paratrooper, is back with us after his deployment. He has a hangar here and owns a Beechcraft Bonanza and Pietenpol Air-camper. You may email Steve at steven.d.dortch@gmail.com.

Douglas and Heidi Dukes. Douglas is a Civil Servant who has also served in both the US Air Force and The US Army where he was a UH-1H Mechanic. You may contact Doug at duggee61@yahoo.com

David and Rebecca Hook David and Rebecca reside in San Antonio where David publishes "Planehook". He is self employed and is involved with flying, photography and writing. Additionally David is a Commercial/ATP with Instrument, Multi-Engine CFI, CFII, and Glider ratings. You may contact David at planehook@aol.com

Pedro and Annette Trinidad Pedro and Annette live in San Antonio where Pedro is with US Airways as an Airbus F/O. He has also flown the C-141, T-38 and T-1 in the Air Force. Pedro also hold Commercial, Instrument, Multi-Engine and ATP as well as CFI, CFII. You may contact Pedro at trinidad_p@hotmail.com

EAA National Awards at Oshkosh for : #1 Chapter Website Editor Award and #2 the Chapter Volunteer Award. This is fantastic and very well deserved. Both are in competition with all other EAA Chapters in US and maybe in the world. And two awards the same year is outstanding. Dave has created a very impressive web site covering all aspects of EAA 35 activities, contacts, information and new and old Newsletters. And his volunteer activities for our Chapter during many years are tremendous. Many congratulations to Dave. Please, read the nominations letters to EAA in this Newsletter.

As you probably already have noticed, the clearing process of all bushes and trees just northwest of the newest hangar is still continuing to make land available for homes. They are coming closer and closer to our Airpark. After that, all the homes will be built, hopefully without interrupting our flight activity.

Next EAA35 event will be a regular lunch meeting on Saturday August 9 in the Clubhouse starting with luncheon at 11.30 am and a presentation by Gary Stamper, SA FSDO, entitled FAA Safety Initiatives at 12.30 pm. Personally, I will try to escape the hot days in San Antonio by leaving for several weeks in Sweden for, among other things, sailing in cold waters and cool air temperatures. Steve Jones will be the acting President during this time.

Best regards, *Ulf Ballarin*

CHAPTER BULLETIN BOARD



Texas Chapter
Antique Airplane Association
2417 Stonegate
Bedford, TX 76010

Friday, October 10:
Fly-in starts at 1 p.m.
Happy Hour and Hamburgers: 5 - 7

Saturday, October 11:
Fly-Mart: All day
Pancake breakfast: 8 - 10 a.m.
Lunch on field: 11 a.m. - 2 p.m.
Happy Hour: 5 - 6 p.m.
Banquet & Awards: 6 p.m.

For Updates go to:
www.texasantiqueairplane.org

Photo: 2013 Grand Champion, Howard DGA, N17000

**Texas Chapter Antique Airplane Association
52nd Annual Fly-in
Gainesville Municipal Airport, Texas
October 10-11, 2014**



KGLE Gainesville, Texas
CTAF 123.0 AWOS 118.375

RANGER ANTIQUE FLY-IN & AIRSHOW OCTOBER 3-5, 2014



RANGER ANTIQUE AIRFIELD - RANGER, TX
www.rangerairfield.org



GPS: F23 Elevation: 1470 ft. CTAF: 122.9 Runway 1/19 3400 x 75 ft. Tel. 254.433.1267

Menu for August Meeting

Guest Chef

Planning on a fajita buffet

Please feel free to donate deserts or other items
as you wish

THE Heart Of TEXAS AIRSHOW



SATURDAY, SEPTEMBER 27, 2014
TSTC Campus Airport (KCNW)
Gates Open 10:00am through 6:00pm

YOUR Articles Needed

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

JULY 2014 FLY IN

PHOTOS BY PHIL VANEAU

Phil Vaneau

The cloud cover started off at 800 OVC but improved to CAVOK (ceiling and visibility OK) by 0830L. One-by-one the props arrived...some from our chapter and some from visitors. The sound of the trumpet accompanied our Star-Spangled Banner and officially announced the start of the festivities. The pancakes and breakfast tacos were hot and plentiful thanks our chapter ladies. At the tables sat long-time members welcoming new members and guests. The flying stories were flying just like the nine airplanes that arrived earlier. Their departure was silky smooth and included a flyby or two. Another successful Fly-In Breakfast. What a way to spend a Saturday morning. God Bless America! A special thanks to Gail, Frieda, Roxanne, and Dee for making it happen.



JULY 2014 FLY IN

PHOTOS BY PHIL VANEAU



(CONTINUED)

(Continued from page 1)

something different. See that one tells how high we are.” It said 950 feet. That thing was broke too, even I could tell we were only a couple feet off the ground.

He said it was mean sea level. Well OK, I guess that must mean we were going to fly down to the gulf which was OK by me. He explained the engine instruments and showed the red knob that would shut the engine off. He showed me the radio and asked if I knew how to use one.

Sure Do! “Breaker one nine, this here’s the red baron going down highway thirty five to kick some snoopy butt. Come back....” Well some trucker with a handle called “tower” came back and really chewed me out. Some crap about procedure and radio courtesies.

We started the engine and I pulled my seat belt real tight because I didn’t trust the contraption. After we took off he tried to shut the engine off! I told him to keep his cottin’ pickin’ fingers off the little red knob. Then he tried to turn us over! Apparently that loose steering wheel will turn you upside down if you’re not careful. Then he commenced yankin’ on the thing and told me that if you want to go up, to pull the wheel back. Then the houses get smaller. And, if you want to go down push forward and the houses get bigger. Man, I was startin’ to get the hang of this flying thing. The throttle makes the thing go faster when you push it and slow down if

you pull on it. Pretty good huh?

My coupon time was up, so we went back to the airport. He kept talking to that tower guy apparently trying to figure out where we were. He said he was “entering downwind on a 45 for 35”. Even I know that should’ve added up to 80, but apparently the tower guy couldn’t figure that one out, so finally he gave up and told us just to land.

Well, now things really got interesting. My instructor guy pulled a knob and hangy down things plumb fell out of the wing. Scared me to death - I just knew this thing was going to come apart before we got on the ground. Then he really got confused. He pulled that throttle knob way back to make us go down. I told him “hey that makes us go slower, we want to go down not up”. I don’t know how in hell we made it onto the ground but we did. Heck, I got my money’s worth on landings ‘cause we must’ve made at least four or five.

Funniest thing though. As soon as we got stopped he jumped out, tripped and rolled a couple times, then just kept on running. I reckon he must’ve figured flying this thing wasn’t so safe after all and scared himself but good. I understand he’s driving cars in a demolition derby these days. Probably safer.

Anyway, I hope the information I have so skillfully passed on will help all you future pilots prepare for your first flight. And, maybe it’ll bring back a few memories and a tear to the eye as y’all pilots remember your very first lesson.



Safety Officers Notes—Ready for Take-Off?

Ron O’Dea

A good time to prevent an accident is just before takeoff. Do you have a plan? From take off to climb out is a very short time. Are you ready?

1. For non-towered airports, before entering the runway, is it all clear? Have I scanned the downwind, base, and final, has anyone taxied onto the runway?
2. As you power up and start the takeoff roll are all systems in the green. Are you developing full power.
3. If you have not attained liftoff speed by the halfway point of the runway, are you prepared to abort the takeoff? (do you have a plan)
4. During the climb out do have a plan in the event of an engine failure?

The last item requires further thought. Some studies have indicated that it takes a pilot ten to fifteen seconds to react to an unexpected power loss. We can take pages to talk about what you should do for each of these events. The point here is to have a plan. Be prepared. Have your head in the game.



http://storage.thebarriexaminer.com/v1/dynamic_resize/sws_path/suns-prod-images/-329656_ORIGINAL.jpg?quality=80&size=650x&stmp=1340077973505



I Learned from That! Where'd my gas go?

Chuck Fisher

As always, we had a gorgeous South Texas flying day with puffy scattered clouds as the only disruption to the clear blue sky. The old Navion climbed out like a champ and as smooth as an airliner trued up promptly. So, I set up the cruise-climb, checked in with San Antonio as we approached the Class C and ran my checklist --everything cleaned up - check, hydraulic and fuel pumps off—check, engine instruments....hmmm. I'd taken off with an almost full tank of fuel but now it showed $\frac{3}{4}$ tank. Well, that was plenty for the flight, but now I as a little puzzled. I knew they weren't totally full due to a prior flight the week before, but the tanks had "dipped" pretty much full. Darned fuel gauges.

Over the next minute or so (seemed like forever) of stable flight the needle continued to drop. Fuel pressures were fine and I had some fuel in the Aux tank if needed, but jeesh, what is going on? Now only minutes into the flight we were heading toward half tank. Now I was growing concerned. I had my passenger check look at the wing to ensure the fuel cap was on and it was. I checked all the engine parameters and they were nominal. The aux pump was off and pressures were good.

Well, enough of this. My fuel gauges are usually pretty accurate and doing the mental math I decided we were now headed below my flight + reserve minimums and more importantly I had no idea where the fuel was going. Fuel leaks are not a good thing. So, I called the controller and told him we were diverting for a non-emergent mechanical issue. He bade us farewell, and we landed uneventfully and headed to the pumps. I put a little over half a fuel load on and checked over the plane for leaks, nothing. I ran the aux pump to check the lines, no leaks. And, as I reeled in the hose realized, with a great deal of embarrassment the incredibly stupid mistake I had made. So, we launched again, greeted the controller again and had a smooth uneventful flight to and from lunch. But, had I not been paying attention to gauges, the outcome could have been different.

My plane is a low wing plane with a single point fueling port in the right wing root. Fuel flows across to the left through the common accumulator tank. Sometimes this takes a while so fueling the plane can be an exercise in patience. The main tank



fuel sensor is also in the right wing root area. The week before this flight I had flown around the patch for a while and I figured I should've had around 25 gallons remaining in the mains. I initially planned to stop for fuel but figured I only needed about 20 gallons for the trip including reserve.

As often happens, my wife and I drove out separately so I could pull the plane out and preflight it while she got ready - whatever that is. I usually do the whole preflight in the hangar so I don't block anyone in between hangars. But this day I was the only one on the field and since "getting ready" seemed to be taking longer than usual, I pulled the plane out to clean the windscreens and tidy things up a bit in the hangar while I waited. So I pulled the plane out of the hangar, and did the 90 degree turn east keeping the wheels on my concrete close to the hangar so folks could get around me if needed.

I cleaned her up and did my pre-flight checks as I always do. When it came time to check fuel, I dipped the tanks and noted the tanks were nearly full. Well, I couldn't remember exactly how long I had flown last week, but apparently it wasn't as long as I thought. Anyway, we were running late, so I was glad we had plenty of gas to get there, and I figured I'd just fuel up on the other end. The cool morning air was slipping away and it was time to go!

The wife arrived, the impatient pilot got her all buckled in and off we went. Have you identified the error yet?

The apron in front of the hangar slopes away. When I pulled the plane out and turned it 90 degrees, the right wing was down. So sure enough the right tank was nearly full when I dipped it. Heck, I had even noticed fuel dripping from the vent (which was why I was worried about a leak in-flight). I knew I did not have full tanks, but in my haste believed the dipstick and gauge rather than my own calculations. As we settled into level flight the fuel did as well. What I interpreted as a massive fuel loss was just the fuel moving back to the left tank. So, when we landed, I ended up filling up with exactly what I had originally thought I'd need to add based on my previous flight.

(Continued on page 8)

I Learned from That (Continued)

For whatever reason, I had totally missed several obvious indicators and my brain saw *what I wanted to see rather than what was actually true*.

Running out of fuel is one of the most common stupid pilot mistakes that leads to mishaps, yet it is so incredibly easy to avoid that most of us figure it can never happen to us. How can a pilot possibly be so blind as to miscalculate fuel? Heck we pre-flight, check quantities, dip the tanks, have gauges in the plane and plan our flights. So, figuring all this, there seems like no possible way a pilot could screw up fuel management. Well, so I thought until this little adventure. As I reflected on my own incredible stupidity, I wondered how many other folks have succumbed to similar errors due to simply to unlevel fuel tanks. If the apron at the pumps is unlevel, a “full” tank may have a

huge air bubble at one end, or if the plane is parked on an uneven surface during preflight, as in this case, even a few degrees of angle can drastically effect the dip and gauge measurements depending on how far outboard the fuel cap is. A few days after this event, another Navion crashed a few miles short of their destination having reported fuel starvation and engine loss in flight. Could that pilot have made a similar error? Where is your plane’s fuel sensor? If it is midline, you may not have a concern. However, if yours, like mine is on one side of the plane or if you have a cross-flow system where fuel can accumulate in one wing, keep this vignette in mind. That full tank might not be as full as you think.

Anyway, embarrassingly, I learned from that!



Your Health: Advertised Aeromedical Solutions—A Financial Panacea or a Rabbit Hole of Other Problems?

RB “Doc” Hecker

Caveat emptor – Let the buyer beware

The FAA national database lists Aviation Medical Examiners (AME) by grade (Examiner, Senior Examiner), location (Region, Zip Code, State, and County), Name, and specialized attributes (HIMS/IMS, Accident Investigator). This format allows pilots to easily access an AME through the internet, and also lists those AMEs who hold pilot credentials versus non-flying examiners. What is not listed is the cost each those examiners charge for their services as each AME is a designee of the FAA and therefore an independent provider. The only charges that the FAA expects AMEs to adhere to is per FAA contract with individual AMEs for their employed Air Traffic Controllers. Other than that, each AME is free to set their personal fee schedule.

Since I practice close to flight schools, I frequently receive inquiries from student pilots concerning the cost of the initial FAA exam, and this is a reasonable question for the novice. What I find interesting is the same request from seasoned pilots who are doctor shopping for the lowest price, which somewhat amuses me when I consider the overall cost of flying today. Does a possibly \$50.00 price point difference in the cost of a flight physical really mean that much when the downside is fragmented or disjointed aeromedical follow up? I believe that each pilot should establish a long-term relationship with his/her AME as my knowledge of the airman is helpful when

aeromedical concerns crop up. I am much more likely to offer free advice and direction to a pilot I know well than to a pilot who “cold calls” me on the phone. In fact, when a rated pilot calls to set up an initial appointment with me, my usual first question to ask is why the pilot is seeing a new AME. Frequently, a small aeromedical issue has come up and the pilot is trying to avoid a delay in certification. As you may surmise, this is potentially a problem down the road for the pilot.

A review of my aeromedical files shows to me that over 50% of the flight physical that I perform fall within the category of “Special Issuance” under the guidelines of 14 CFR § 67.401, the tool that the FAA uses to expedite AME office based medical recertification for selected airmen. These aeromedical certifications are time consuming for the AME, and therefore worthy of higher charges. In fact, I have three set fees for most levels of work that I perform: The 1st level for simple exams, the 2nd level for continuing Special Issuance recertification, and the 3rd level for complex initial Special Issuance Certifications. In addition, I charge separate fees for pilots on the FAA Drug & Alcohol Program (HIMS/IMS) as the cost of monitoring these pilots is excessive. I also reserve the right to charge administrative fees based on my time if the pilot needs extensive work on their file, especially if I am required by the FAA to maintain treatment logs within the HIMS/IMS profile.

I have seen many advertisements in the flying journals regarding offers from companies to assist airman in regaining their aeromedical certification. What these “advertised aeromedical

(Continued from page 8)

solutions” do not implicitly state is that they do not actually perform the examination – they only assist the pilot in formulating and collating medical information to present to the AME, and ultimately to the FAA. In other words, they are available to put a “Special Issuance” packet together for the airman. Whether or not these companies have an “in” to the FAA is highly questionable, as the FAA distances itself from private financial concerns. The airman is then left to find the AME who can finish the process. What is not sometimes understood by the pilot is that each AME could do this for him as an added value service – at a price. In fairness to most AMEs, the time and effort they must provide for these complex evaluations is rarely adequately compensated by simple examination fees.

A rated pilot with a rather common cardiovascular problem called me the other day to ask if I could assist him with a Special Issuance for his condition. I explained to the pilot that this was a rather straightforward issue that I could handle within 3-4 months provided that he forward to me information necessary to satisfy FAA requirements for his file to be favorably considered by the FAA cardiovascular panel. I usually do not charge for the initial phone call as I consider it to be informational in nature. Typically, I handle these problems in one of two ways. If the airman wishes to actively participate in the process, I send the FAA specification sheet and wait for the airman to schedule an examination appointment and provide to me his information. The other method of approaching this problem is to have the airman meet with me for a discrete Aeromedical Consultation for which I charge a separate fee, and after this visit I outline the process and recommendations in a detailed report to the airman. Once the airman has satisfied my outlined requirements, I schedule the aeromedical examination for which a second fee is charged. After this examination is completed, a detailed report is prepared and forwarded to the FAA and a copy provided to the airman. Most complex Special Issuances can be completed by me in these two steps. The airman enquired as to my fee for this service. I explained that a rather straightforward problem such as his was typically completed in the range of \$500.00 or less. Let me cite some examples of recent airman encounters.

The airman forwarded to me some information from a private aeromedical consulting company that outlined their fees. Theirs was a 3 step process with a minimum charge of

\$2,000.00 to complete the packet – the airman then had to find an AME to complete the examination! Maybe that is where the doctor shopping is coming from as the airman was now faced with additional time wasted and further expense – the proverbial rabbit hole of additional unforeseen problems. The airman will meet with me in the near future to begin the Special Issuance process.

A second example was the recent student pilot aspirant who was doctor shopping for a physical that could allow him to enter a GI Bill program. A few simple, directed questions elicited the information that this ex-military student was being treated for depression/anxiety and had a recent drug/alcohol related motor vehicle violation. I asked the caller to provide to me some information via email. After review, I counseled the individual that he was not a candidate for medical certification at this time. I treated this as an informational encounter and did not charge for my time or expertise. If he had visited an AME for a physical he would have been charged a fee and probably had his application formally denied by the FAA. I hope that he was spared financial cost and embarrassment at this time in his career.

A third example is a pilot with a complex aeromedical problem that I solved for him a few years back who asked me to expend my time and effort for a reduced fee. As he was a pilot at my home field, I was happy to accommodate that request. I recently asked him why I had not seen him for follow up and he told me that he was seeing another AME downtown who charged less. It is doubtful that I will work with this pilot again as the price point difference between his new AME and I was \$25.00. I am a believer in free market conditions, but the real price this airman paid was the loss of my respect for him due to his lack of respect for my time.

So...what is the point of this article? Your AME provides a high value service that in the long run is cost effective for most pilots. Focusing on inexpensive examination fees may work for a while, but establishing a long term relationship with your AME is prudent and wise...and worth the friendship. Caveat lector! - Let the Reader Beware.

RB “Doc” Hecker - FAA HIMS/IMS Senior AME 20969, faexamdoc@yahoo.com

Doc Hecker is a Senior AME, multi-rated pilot, A&P, EAA tech advisor and has recently been certified as a CFI. He has flown and earned ratings in just about everything. He can be contacted at the e-mail above. See his ad in the back of this publication.



THE BUILDER'S CORNER

BRAKE INSPECTION AND INSTALLING NEW PADS

Mark Julicher

Before I jump into the topic of brakes let me address a timely subject – timely because just today I fixed a plane with two potentially deadly problems that the pilot should have caught! First, when you do a preflight and you see photo 1 on your plane – you don't take it on a 500 mile cross country – OK??? You get the serious fuel leak fixed.



Photo 1: A running fuel leak inside the wing that is seeping out along the sheet metal parting line.

Second, when you pull your oil dipstick and the oil is really REALLY black, and it has a burned smell – suspect a problem! Today I changed some really REALLY black, burned oil and I discovered a bird nest in the duct leading to the oil cooler. Bird poop all over the engine was apparently not enough of a tip off to look for further trouble, but I bet a dollar to a donut that the oil temperature FAR EXCEEDED the redline on this plane. Please pay attention to the engine instruments. If your oil temperature is running significantly different than normal it demands an investigation.

And Now -- Brakes

Every annual inspection includes a close look at the brakes and brake pads. This article is written with disk brakes in mind, but the principles apply to drum brakes also. Sooner or later your plane will need new pads or linings, so read on and maybe you will gain a little insight.

When you inspect or pre-flight your brakes you are looking for thin pads, cracked pads, missing pads, and loose pads. Parker-Hannefin, manufacturer of Cleveland brakes, says that brake pads are OK until there is 1/10 inch remaining. That

translates to 3/30 inch and that is about 3/32 inch, which may be easier to visualize in case you don't have engineering scales handy. For linings that are bonded instead of riveted to the pressure plates, the linings are useable down to .03 inch – too close for my personal comfort, and certainly too thin for a school aircraft, but OK if you use your brakes like an experienced pilot should – which is very little!

During a brake inspection check that the back plate is free to move and not bound by sludge. It is amazing how much crud, (crud: technical term not to be confused with plumbing crud or automobile crud), builds up on brakes. Be sure to clean and lubricate the guide pins. It is much easier to find problems on clean assemblies than on grungy parts. By the way, the torque on the back plate bolts is very low – about 6 foot-pounds! See the torque table on the Parker Hannefin web site for details for your particular brakes.

Look for gouges, grooves, or scratches in the rotors. A rotor gouged more than .030 inch deep is not airworthy. Look for a thin rotor, coned rotor, warped rotor or pitted rotor. How



Photo 2: Brake pad riveted to a back plate showing plenty of pad life remaining.

much of this is bad? Go to clevelandwheelsandbrakes.com for excellent guidance. For allowable rotor thickness (thinness?) there are detailed guidelines on this web site. When the rotor faces are worn so that there are tiny flanges on the outer periphery, that is a good indication that the rotors may be too thin.

You say you have never seen a warped rotor? Well then, go taxi your hot brakes through some standing water and report

(Continued on page 11)

BUILDERS CORNER (CONTINUED)

(Continued from page 10)

back your findings...

Let's re-visit the concept of thin brake pads. Recognize that brake rivets are brass-plated steel. If you allow the brake rivets to scrape on a rotor it will be very few hours before that rotor is gouged. I prefer to re-line the brakes with 1/16 inch of pad remaining *above* the rivet head. I don't just measure for total pad thickness because it is possible to have a rivet that did not set at full depth and it starts to gouge before the pad appears to be too thin. It is just good sense to replace pads at \$5 each than rotors at \$150 each.

Steps to reline brakes:

Use a good brake rivet tool. A rivet tool that uses a turn screw is preferable over a brake tool that sets the rivets by hammering. Sooner or later the hammer setting tool will break a pad or a back plate and then the less expensive tool will not seem like a bargain. Photo 3 shows a good brake rivet tool. Not necessarily the best available, but good.



Photo 3: Good brake rivet tool. The rivet setting die in in the tool and the removable anvil is in place. The pin press die is resting on top.

Press out the old rivets. To save a little wear and tear on your rivet press it is acceptable practice to *lightly* drill out some of the old shop head before pressing out the rivet. Do not drill through the entire pressure plate to remove the rivet because you may damage the back plate. New back plates are \$90 a piece or more.

The following photos show the sequence for pressing out a rivet. Note that the pin press die is used and the anvil at the base of the rivet tool is removed. The old rivet drops out through the hole in the rivet tool base.



Photo 4: Back plate with three rivets.



Photo 5: Rivet being pressed out.

Now put the small anvil back on the bottom of the rivet tool and swap the pin press die for the rivet setting die.

Brake rivets come in two lengths. Cleveland brakes use 9/32" rivets and McCauley uses 15/64". Place a new rivet through the pad and pressure plate

(Continued on page 12)

BUILDERS CORNER (CONTINUED)

(Continued from page 11)

and set this loose assembly

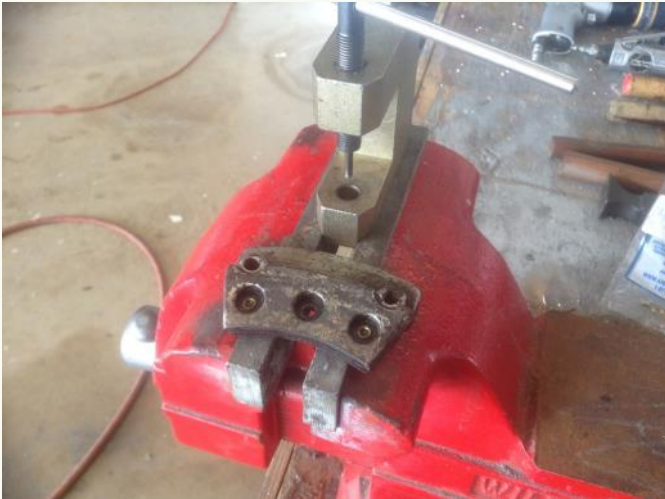


Photo 6: One rivet removed.

on the anvil of the rivet tool. Photo 7 shows a new rivet ready to insert into a brake assembly while photo 8 shows the rivet in place ready to be set.



Photo 7: New brake rivet and a backing plate/pad assembly.



Photo 8: Rivet inserted and ready to be set.

With the manufactured head of the rivet against the anvil, turn the setting die until the rivet is set. Photos 9 and 10 are two views of a rivet being set. The manufactured head of the rivet must be firmly atop of the anvil while the screw is turned. The rivet is set when neither the rivet nor pad can move. Too much pressure will crack the pad, so go easy and sneak up on the setting pressure.



Photo 9: Setting a rivet.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)



Photo 10: Another look at a rivet being set.



Photo 13: The manufactured head of the same rivet shown in photo 12. The manufactured head is recessed as deep as it can go.



Photo 12: A new shop head on rivet. The rivet should not be able to move.

Break in your brakes

Once the new brake pads are installed, they must be conditioned in order to get full service life from them. According to Parker Hannefin, conditioning wears off high spots and generates heat in order to glaze the brakes. In normal use the brakes generate enough heat to maintain this desired glaze.

The conditioning procedure is different for organic brakes and metallic brakes. Parker-Hannefin has detailed information at www.parker.com/literature, but here is a brief synopsis:

Organic Brakes.

Taxi for 1500 feet with engine at about 1700 RPM, the whole while applying brakes to maintain 5 to 10 mph taxi speed. Now allow the brakes to cool for 15 minutes. Next, do a static run up while holding the brakes. The brakes should hold. If the brakes don't hold, cool the brakes completely and repeat this process.

Metallic Brakes:

Perform two consecutive full stops from about 35 knots. Do not allow the brakes to cool between these two stops. Next, allow the brakes to cool for about 15 minutes. Try an engine run up while holding the brakes – they should hold. If the brakes don't hold, repeat this procedure.

You are now armed with sufficient knowledge to do a good brake inspection and with a bit of practice you ought to be able to install new brake pads.



JULY MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to Charlie Brame for correctly identifying our July mystery airplane as the Bell RP-63G King Cobra nicknamed the “Pinball.” Many of you probably figured out that this was a P-63 but Charlie noticed the one thing that is different about this P-63 that clued him in to the fact that this was a RP-63G. This



particular model of the P-63 is missing the large intake behind the cockpit. What you can't see from the picture is

the additional ton of aluminum armor and extra thick glass that this aircraft has on it. If you stop by the parade ground at Lackland AFB to look at this airplane up close, you will definitely notice that it has much thicker skin than normal. What this airplane does not have that may have helped some of you identify it is its original bright orange paint job.

The RP-63 was developed as an aerial target to train gunners on our WWII bombers. The bombers carried modified 30 caliber machine guns that fired frangible bullets made of lead and Bakelite. In addition to the extra armor, the RP-63 was fitted with microphone sensors attached to the skin of the aircraft and lights on the nose and wingtips. When a gunner was lucky enough to hit the Cobra, the lights would come on indicating he had scored a hit. Thus, the nickname “Pinball.”

The first five “Pinballs” were modified P-63A's that were designated RP-63A's. Another 95 P-63A's were modified into RP-63A's on the assembly line. These were followed by a production run of 200 RP-63C's that were a modified version of the P-63C that had a different power plant and a 10 inch shorter wingspan than the A model. The final iteration of the RP-63 was the G model. The AAF took delivery of only 32 G models before the production contract was cancelled. The RP-63 was

re-designated the QF-63 shortly before the program was shut down in 1948.

The orange P-63 pictured here is on display at the National Museum of the USAF at Wright-Patterson AFB and is actually a P-63E that has been modified and painted to resemble a RP-63A “Pinball.” Seems rather ironic that the P-63 on display at Lackland AFB is a true RP-63G “Pinball” painted up to resemble a standard P-63.

For more history on the Bell King Cobra P-63, check out this great website.

www.P63kingcobra.com

The information for this article came from Wikipedia and www.P63kingcobra.com.



NAME THE PLANE

Doug Apsey

This month's mystery plane is an experimental that may have sounded good in concept, but the idea never really caught on. Some of our members may recognize it right away since it wasn't that many years ago that it was being tested.



So, who can tell me:

1. What company built it?
2. What was its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
3. What purpose was it intended to serve?
4. Within 5 years, what year did it first fly?



Country Store

Brian and June Goode

Our inventory level is now:

Men's short sleeve Khaki - One (large) remaining @ \$39.00

Men's short sleeve Royal Blue - One (XL) @ \$39.00 each

Men's long sleeve Sky Blue - One (medium) @ \$43.00

Woman's short sleeve - One (large) yellow @ \$39.00

The shirt inventory has shrunk to an all-time low of these four shirts. If you don't see your size listed just let the Store know what you want. We have advance orders for 3 shirts right now, but we must place an order for six shirts at a time (so we need 3 more orders!). The price on new orders will now be \$44.00 for short sleeves and \$47.00 for the long sleeved version.



Country Store

"Fishing Shirts" - (from inventory)- 3 left	Short sleeve	\$39.00
	Only 1 left Long sleeve	43.00
"Fishing Shirts" New Orders	Short Sleeve	\$43.00
	Long Sleeve	\$47.00
Cloth Baseball Caps	EAA or Old Chapter 35	11.00
Mesh Top Logo Baseball Caps	Close out item	5.00
Chapter 35 Sew-On Logo Patches		3.00
Chapter 35 Bumper Stickers		2.00
Wheel Chocks - Aluminum	Enough for 2 wheels	42.00
Wash Wax All: Cleaner or Degreaser	Pint -16 OZ	11.00
	Quart -32 Oz	16.00

All prices include 8.25% sales tax

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

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2014 EAA Chapter 35 Leadership



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CHAPTER CALENDAR

AUGUST	9	LUNCH MEETING Program: <i>FAA Safety Initiatives</i> <i>Gary Stamper—SA FSDO</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: <i>Pioneer Flight Museum</i> <i>What's happening at Kingsbury!</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: <i>Kay Morgan</i> <i>Lighter than Air Demo</i>	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY 	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-ins <http://www.flyins.com>
Fun Places <http://funplacestofly.com>

Aug 16, 2014 *Houston Pinch Hitter Course*
Houston, Texas: West Houston Airport (KIWS)
<http://houstonpinchhitter.weebly.com/>

23-24 August *SportAir Workshops - Van's RV Assembly*
Waco, TX 8am to about 3pm

27 September *Heart of Texas Airshow*
TSTC Waco 10:00 AM - 6:00 PM

10-11 October *Texas Chapter Antique Airplane Assn*
52d Annual Fly-In
Gainesville Municipal Airport
[Www.texasantiqueairplane.org](http://www.texasantiqueairplane.org)

3-5 October *Ranger Fly-In Airshow Number 8*

Notice to All Members with Military Back-grounds:

I would like to assemble a dedicated veteran's day/month issue for November. To do so I need YOUR contributions. Please send :

- 1) Photo of you in the military (in uniform)
- 2) A Current Photo of yourself if we don't already have one
- 3) A brief—one paragraph-blurb about your military career or connection.
- 4) This will only work if we have maximum participation—so please do so and encourage your friends.

Send to ea35news@gmail.com

If you do not have e-mail capability, you may put these in an envelope and give them to me at the meeting or slide them under the door of my hangar (Green hangar, second from the southeast corner)

For Sale: Garmin 796, COMPLETE with all accessories, Brand New. \$1999.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 382.00 Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 950.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 400.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. *(expires SEP 2014)*

HANGAR SPACE FOR RENT (8T8): T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. *(expires Sep 2014)*

For Sale: 1951 Cessna 305A Bird Dog (TL-19/O-1) N88T, S/N23364, 440 hrs. since factory reman, fresh annual, US Army markings, Polished, Garmin 250XL GPS/COM, GTX 327 XPDR, Transcal SSD 120 encoder, Terra TX 760D COM, PM 4000 Audio panel, Jasco



24V 50 Amp Alt , Bomb shackles, Increased gross weight - 2300# , 1509# EW, 792# useful load, 440 hours since restoration in 1998 by Steve Stires, See photos in August 2013 Runway 35. Based 8T8., \$80,000.00. Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com *(expires Oct 2014)*

For Sale Airpark Home 8T8 • \$325,000 • Located in one of the finest airpark communities in San Antonio, Texas. Home of EAA Chapter 35.---3000' x 40' asphalt runway. 1.5 ac lot w/ 2250 sf hm w/ 3 bdrs / 2.5 bths, all new plumb fixt, faucets, tile work, new light fixt, granite cntr tops in kit/mstr bth, Hunter ceiling fans all rms, lg fireplace and vault ceiling in liv rm, laminate wood floor mstr bdrm, new paint in/out, detached lg 2 car gar, circ dr,40' x 40' mtl hg w/ awning cvr 12' w x 40'-n. side, 8' x 12' strg bldg. Hm built 1991, recent ext. remodel "open liv space" Shown by appt only. • Contact Dave Baker 210-410-9235 *(expires Oct 2014)*



Hangar for rent, 32 x 40 with water and electricity. Green hangar on north side. \$300/mo. Contact Gary at (220) 722-2977 or gary@zwheelz.com *(expires Oct 2014)*

For Sale 1985 MOONEY 201. 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. New interior ~2000, Originally a 201 L/M upgraded to 201 and beyond. PM800



4-place stereo icom, CD/MP3 CD Player. KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155 , IFR approach certified KLN-89B w/ update jack. engine monitor, preheater. Garmin 396 and yoke mount. Hangared at 5C1. \$94,000 Chris Watson chrisf16@mac.com or 210-497-5863. *(expires Oct 2014)*



Two 1944 FA 1/4 ton trucks supporting Doc Hecker's 1943 O-58B FA spotter aircraft. 5 miles east of Camp Bullis TX 2014.



Dave Baker with Jack & Rose Pelton (Jack is President of EAA) receiving volunteer of the Year award. Full Article in Sept Newsletter

To post a classified—contact the editor at eea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
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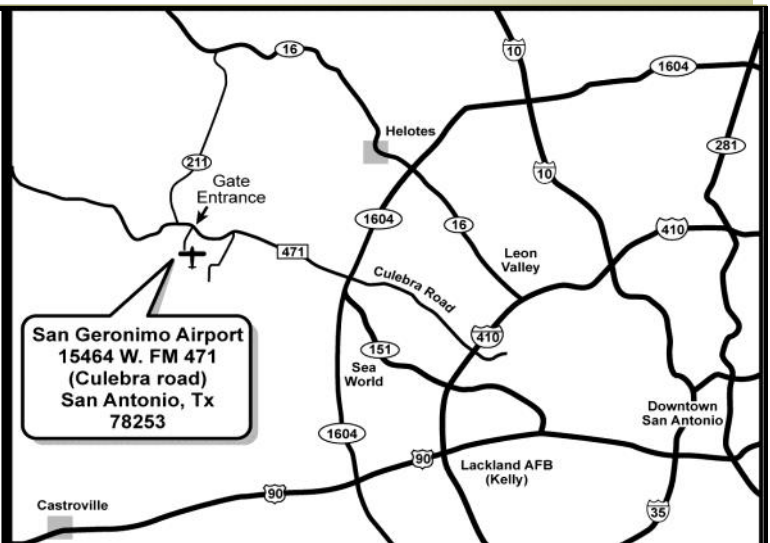
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

9 August 2014
Lunch Meeting/Program
1130
Chapter 35 Clubhouse



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

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

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

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

www.35.eeachapter.org

PRESIDENTER COCKPIT[For English Click Here](#)

Till alla medlemmar i EAA Kapitel 35 i San Antonio, Kapitlet 35 Fly-in frukost hade folk både flyga in till San Geronimo Airpark med 5-6 flygplan från flygplatser runt och köra in med bil. En höja flaggan ceremonin utanför klubbhuset med närvaro av alla deltagare

åtföljdes av vår tidigare president Nelson Amen utmärkta solotrumpetspel av nationalsången. Det blev mycket väl mottagen.

Vi hade också ett besök på förlaget för General Aviation Security Magazine, David Hook. Han bor här i San Antonio-området. Tidningen utkommer kvartalsvis och tillägnad "skydda den fria flygning för allmänflygbranschen runt om i världen" enligt tidningen. David tog flera foton med sin professionella kamera av verksamheten vid Fly-in frukost och han pratade med flera av våra medlemmar om vårt kapitel. Hans avsikt är att täcka det i sin tidskrift. Om du är intresserad av att titta på hans Magazine, fick jag en kopia av den senaste, som du kan låna. Han började också EAA 35 som medlem.

Efter Fly-I styrelseledamöter i EAA 35 hade ett möte. Dave Baker gav en uppdatering om framtiden för EAA 35 hangar, dess ekonomi och politik. Inga bud att dela upp hangaren har beställt vid denna tidpunkt. Planen är att vänta tills en hyresgäst är fast besluten att hyra kapitel hangar utrymme sedan gå vidare med de nödvändiga bud och partitionering för att separera verktyg / verkstad från hyra utrymme.

Dave Baker kommenterade också flera slags donationer till kapitlets Unga Örnar eller liknande aktiviteter till minne av avlidna medlemmar från pengar från den sålda Moni Motorseglare till direkta kontroller. Strax innan BOD mötet en Cessna New Pilot Kit skänktes till kapitel. Det kommer att säljas via e-post bud under en tvåveckorsperiod för minst \$ 100. Steve Jones är kontaktpunkten för att ta emot bud och få satsen till den vinnande budgivaren. Styrelsen beslutade också att bredda användningen av termen ungdomspedagogik att inkludera Unga Örnar, Air Academy, Builder akademi och andra kapitlet fokuserade aktiviteter. Kapitlet donation skrivelse kommer att ändras för att återspegla det språket.

Det fanns också ett förtydligande av de krav löne för fly-ins, den årliga picknicken och det årliga arbetsprogrammet partiet. BOD överens om att för fly-ins piloten, som flyger ett plan in från någon annanstans, inte behöver betala, även om

donationer är välkomna. De årliga picknick och arbetsparti måltider är gratis för deltagarna och betalas antingen med en donation (tack Gail Scheidt) eller kapitelfonder.

Dave Baker har också erkänts av BOD för hans två kommande EAA National Awards på Oshkosh för: # 1 Kapitel Website Editor Award och # 2 i kapitel Volunteer Award. Detta är fantastiskt och mycket välförtjänt. Båda är i konkurrens med alla andra EAA kapitel i USA och kanske i världen. Och två priser samma år är enastående. Dave har skapat en mycket imponerande hemsida som täcker alla aspekter av EAA 35 aktiviteter, kontakter, information och nya och gamla nyhetsbrev. Och hans frivilliga aktiviteter för våra kapitel under många år är enorm. Stort grattis till Dave. Vänligen, läs nomineringar brev till EAA i detta nyhetsbrev. Som du säkert redan har märkt, är clearingprocessen i alla buskar och träd strax nordväst om den nyaste hangaren ändå fortsätter att göra mark för bostäder. De kommer närmare och närmare vår Airpark. Efter det kommer alla bostäder byggas, förhoppningsvis utan att avbryta vår flygverksamhet.

Nästa EAA35 händelse kommer att bli en vanlig lunchmöte på lördag 9 augusti i klubbhuset som börjar med lunch klockan 11.30 och en presentation av Gary Stamper, SA FSDO, med titeln FAA säkerhetsinsatser vid 12:30. Personligen kommer jag att försöka undkomma de varma dagarna i San Antonio genom att lämna i flera veckor i Sverige, bland annat segling i kalla vatten och svala lufttemperatur. Steve Jones kommer att vara tillförordnad VD under denna tid. Vänliga hälsningar,, Ulf Balldin