



## Time to Fly?

**April 2016**

Volume 58 Issue 4

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## Next Event

9 April 2016

*Fly-In Breakfast*

0900

Chapter 35 Clubhouse

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Chuck Fisher: Editor  
ea35news@gmail.com

### Chuck Fisher

It's a little hard to really get excited about the beginning of Spring when we really never had winter. Yet, even with this year's mild winter, there is that day, that moment when it really feels like the a new year. This was one of those days.

My plane and I have been keeping long hours and close company for too many nights this winter. A quick, purportedly easy project was anything but. The typical repair went something like this - fix what's broken, reinstall the panel, on about screw number 50 find the nutplate that broke, unscrew 50 screws, fix nut plate, reinstall panel, screw in 55 screws, find the next broken nutplate, unscrew 55 screws, fix nut plate...well you get the picture.

Jake White a good friend with magic hands has patiently (usually) worked through challenge after challenge with me, and has



a thousand tricks and techniques only learned from experience. As we worked I reflected back on those great unsung heroes from my military days who kept the planes ready to go. I remember walking the flightline during an exercise in the wee cold hours of the morning (like 0200); and while the rest of the base slept, in every aircraft shelter there was a bustle of activity in the cold dampness

of the morning. Crew chiefs were up in afterburner tubes, contorted into landing gear wells and all sorts of "hell holes", but they were cheerful and proud of their work. These guys would spend all night turning wrenches so the planes would launch on time. Their planes.

This issue has a lot of maintenance items, and as your plane emerges from winter hibernation, take a moment to

*(Continued on page 4)*

## Next Event!

*Fly-In Breakfast*

*Also Featuring Bill Ponseigo—RC Aviation*

*from our San Geronimo colleagues Alamo Remote Control Society*

**Remember: Young Eagles 16 April at KSSF**

## PRESIDENTS COCKPIT



**Steve Jones**

In like a lion. Storms brought much needed rain to South Central Texas as March debuted. The only downside was that it would leave the grounds and taxiways of San Geronimo Air Park an absolute quagmire for days. With two days to go before our much anticipated annual Hangar Tour the skies cleared and the grounds dried,

leaving us with pristine conditions for traveling from hangar to hangar to see the aircraft and discuss the finer points of amateur-built aircraft construction.

And tour, we did. With approximately sixty members and ten guests, we hit the tarmac at thirteen different stops to meet with builders and owners, and discuss construction techniques and materials ranging from aluminum to steel, wood to fiberglass, and even how to take Dacron fabric as thin as a bedsheet and turn it into credible, safe aircraft covering. We had a surprise guest among us, Texas Public Radio (TPR) reporter Jack Morgan, the arts and culture reporter for the San Antonio TPR affiliate, KSTX. Jack came to the open house as a guest of Ron McGinnis. Because of Ron's outreach, Jack's very favorable report is online at <http://tpr.org/post/san-antonio-neighborhood-takes-flight>. This story was also picked up by AOPA and featured in their electronic newsletter, where it enjoys worldwide distribution.

After serving the chapter as Public Affairs officer for many years, John Latour hands this duty to William Richardson. Once again, I thank John for his fifty years of participation in EAA, and for filling various roles in Chapter 35, including this one. William Richardson plans to explore new venues in this digital age and reach out to our members and the public via all media outlets old and new. If you know someone like Jack Morgan who would like to know more about EAA and Chapter 35, introduce him or her to our Public Affairs chairperson. You can reach William Richardson at [southtxpilot@gmail.com](mailto:southtxpilot@gmail.com) or by phone (210) 803-1601.

The hangar tour event would not have succeeded without the hard work and cooperation of several key groups and people. First, I'd like to thank the community and the Property Owner's Association of San Geronimo Air Park. With growing encroachment from nearby non-flying communities, their risk profile is changing daily. With this in mind, they worked with us to infuse a little extra security into our event. The extra measures were subtle, non-intrusive, and by all accounts effective. This event wouldn't have been a success without the volunteer spirit of our hangar hosts. Each of you opened your hangar and discussed your projects candidly to a huge audience. Thank you! Our coordinator, Vice President Darren Medlin stepped into the breach and managed our fourth, and most successful tour to date. Fantastic job! Our facility manager Freda Jones and her sup-

port team brought us a soup, salad and sandwich lunch that set the mood perfectly for the brisk tour to follow. June Goode anchored dessert with delicious cobbler and ice cream and the rest of the team followed suit with desserts of their own. Our drivers volunteered man and machine to move our largest crowd to date from stop to stop. Kudos! And finally, this event wouldn't have been anything without the adventurous spirit or our members and guests. Thank you for jumping at the opportunity to traipse from stop to stop, hangar to hangar to talk shop with our fellow builder-owners. This event really highlights our organization's motto: "EAA – The Spirit of Aviation."

April is just around the corner. Our first breakfast fly-in promises to be spectacular. We're changing the timing and the menu to better accommodate our fly-in patrons. Thanks to Freda Jones, Chuck Fisher and Jake White for spearheading this effort. Breakfast starts at 9AM and continues until Noon. At 10AM, we'll have a timely presentation on remote control aircraft by Bill Ponseigo of the Alamo Remote Control Society, complete with static display aircraft. The plan is to enjoy a great breakfast without a formal business meeting. The Chapter 35 board has graciously moved the Board of Director's meeting to 12:30PM to accommodate.

As this goes to press, I'm happy to report the U.S. Senate gave our House of Representative's proposal to privatize Air Traffic Control due consideration and soundly rejected it. The Pilot's Bill of Rights 2 moves into an FAA reauthorization bill that funds the agency through 2017 using existing mechanisms. This position recognizes your patronage at the pump, and your fuel taxes as appropriate sources of revenue for Air Traffic Control operations, and drives home the point that special events like AirVenture are not cause to present a bill for services you've already paid for. As a Texas-incorporated 501(c)3 non-profit organization, we're enjoined from taking a political position, or endorsing a candidate. Your national Experimental Aircraft Association is not so enjoined, and that is why I enthusiastically pay my national membership dues. You'll find no better advocates than director Charlie Becker, chapter chairman Brett Hahn, or tireless political advocates like Tom Charpentier, just to name a few! These are the people who can and are looking out for your interests. Your national membership makes this all possible.

Finally, we're gearing up to put on a stellar Young Eagles Rally at Stinson Airport on April 16th. If you participated in last year's rally you know that it was a ground breaking event. This rally gave our local youth unparalleled exposure to aviation both as a hobby and as a career. The support from the City of San Antonio and Stinson Airport was just amazing. If you didn't participate last year, here's your chance! Seek out Phil Vaneau at your earliest convenience. We need your help, and you'll come away with a great sense of accomplishment for supporting this outstanding outreach. I'm looking forward to seeing you there!



# CHAPTER BULLETIN BOARD

## FLY-IN or DRIVE IN at SAN MARCOS AIRPORT

PRESENTED BY STEPHANIE MYERS

Go up AFTER Young Eagles Rally!

<https://vimeo.com/152465605>



### WHEN: APRIL 16, 2016

RAIN DATE: APRIL 24, 2016

WHERE: 1841 AIRPORT DR, SAN MARCOS TX

• CAR or PLANE REGISTER ONLINE: [www.classiccarbuysell.com](http://www.classiccarbuysell.com)

• CAR REGISTRATION: 10:30-12:30

• FLYOVER AT 1PM

• TROPHIES TO BE AWARDED

• PHOTO OPP FOR CAR ENTRIES with P-51 MUSTANG

• B-25, C-45, T-6, U-3A rides offered

• FREE ENTRY FOR SPECTATORS GATES OPEN AT 12:30-3:30

• LIVE MUSIC & FOOD

• WWII PLANES & MORE ON DISPLAY

• WWII MUSEUM

VENDOR or SPONSOR interest? Email: [Stephanie.Myers@American-National.com](mailto:Stephanie.Myers@American-National.com)

Benefiting:



## Chapter 35 Fly-in Pancake Brunch Saturday, April 9th, 9:00 AM to Noon



All you can eat pancakes with sausage, bacon and eggs! There will be coffee and juice, too so you

don't have to bring your own.

Your \$5.00 donation helps defray the costs. Pilots arriving by plane, your money's no good here. You might as well just grab a plate and enjoy breakfast, on us.

Our soup, sandwich and salad lunch was a great success, and I know after hours of touring, our members were happy to return for scrumptious desserts.

Thanks to everyone who participated, including: June Goode, Gail Scheidt, Peggy Fisher, Doug Apsey, Shirley Baker, Dee Brame, B. J. O'Dea, and Ruth Ann Geron. We couldn't have done it without you!



## Hangar Space Available

### Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space will soon be available for a nominal fee. You are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072 [lewnan@sbcglobal.net](mailto:lewnan@sbcglobal.net) gets it—hurry!

To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

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

## 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](mailto:ea35news@gmail.com)

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

[www.35.eeachapter.org](http://www.35.eeachapter.org)

## READY TO FLY (CONTINUED)

(Continued from page 1)

acknowledge the scuffed knuckles and sore arms of the guy that made your next flight possible.

Now after considerable time cooped up in the hangar with either fans blowing because it's hot or heaters glowing because it's cold – sometimes in the same day – it is definitely Spring. Driving to the airfield the air was warm and still, the bluebonnets were in full bloom. Through the afternoon the sound of hangar doors scraping open punctuated the much more annoying sounds of construction next door. And finally, I threw my doors open among the others. It was like dawn. After weeks of dabbling, we were finally ready to get back in the still spring air.

All around the airport the same story is being told. Aircraft are coming out of winter maintenance, new aircraft are being tried on for size, and in some cases pilots who've been ground bound for several months are emerging like hibernating bears. It's Spring - a time for rebirth.

But, as excited as we are, it is also a time for caution not zeal. The recurring theme in this issue is to pay attention to the details – in our aircraft and ourselves as we shake of the winter dust. No one is perfect. That loose screw might actually be holding something important, or that extra bounce or three on landing might mean you need to spend a bit of time practicing.

This issue will feature photos of the progress made over winter on a number of superb projects. We just had a fantastic chapter tour in which we had the pleasure of not just seeing what we have been working on all winter, but of introducing several new folks to the world of aviation. Our chapter has a lot to be proud of as we each work to bring a new generation of aviators aboard to carry on the legacy.

But we are just beginning. We'll need all hands on deck for Young Eagles and hopefully we'll all have our planes ready for the big fly-in. This month we will have a fly-in AND a Young Eagles Rally.

It's time to fly! Preflight your plane and yourself carefully and tell your mechanic thank you. Welcome to spring!

## YOUNG EAGLES— APRIL 16—NEEDS YOU!



**Phil Vaneau**

We need help for the April 16th Stinson



Young Eagles Rally. Looking for: Pilots, Static Aircraft, Ground School Instructors, Escorts, Ramp Operations/Safety, Admin help (Registration, Certificates, Photographer, Runners). The City of San Antonio is hosting a Young Eagles Rally & Educational Fair at Stinson Municipal (KSSF) on Saturday, 16 April (backup Sunday, 17 April). It will be similar to last years event with participants like USAF, Boeing, Women in aviation, local aviation education schools, CAP, SA Police Air Unit, Etc. We are planning on flying 125 Young Eagles and need your help.

Youth Registration will take place between 0900-1130 with flying from 0915-1300. We will have a Pilot/Volunteer briefing at 0830. If weather becomes a factor, we will push the event later in the day or move it to the next day.

Please sign up as soon as you can so that I can ensure that we have

enough support for the event. ANY help/amount of time would be appreciated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

**Please send your volunteer status to me at [pvaneau@gmail.com](mailto:pvaneau@gmail.com) or call at (210) 887-3135.**

Thanks for your support in introducing San Antonio Youth to the wonderful world of aviation!!

# IN PRAISE OF CREW CHIEFS

Jim Humphries

April 10, 2012

there are many people involved in getting an airplane ready for flight and actually flying it. The pilot is the first to come to find without his skill and confidence, the airplane would have no business in the air. In military flying, the second essential person involved with each flight is the crew chief. In the U.S. Air Force, the pilot is a commissioned officer and the crew chief is always a skilled enlisted aircraft mechanic. The two often become a close-knit team, with the pilot reporting to Operations, and the crew chief to Maintenance.

The bond between the two deepens, especially during combat operations, when the crew chief is assigned his "own" airplane. The professional pride of a good crew chief is no small thing. With his name painted on the fuselage, his honor rests on presenting a safe, properly-functioning plane for every flight. He is all too aware that lives depend on the airworthiness of the craft, especially the pilot's life.

Pilots are required to conduct a walk-around inspection of the plane before starting the engines for a flight. But every pilot knows that there are many things that are not visible to him during his walk-around. He'll usually ask his crew chief if she's ready. Crew chiefs take that responsibility very seriously. Any short cuts in maintenance procedures can render a servicing or repair unsafe. No crew chief could sleep well knowing that he pencil-whipped a required inspection, or did a half-way job of fixing a discrepancy.

I recall watching my wife's anxiety and trepidation as she waited on the flight line while our older son made his first solo flight. His flight instructor was a long-time personal friend of mine, which gave me the assurance that Tom would do well, which he did. Crew chiefs can only have that level of confidence when they are certain that every piece of their airplane is as near perfect as they can get it. A pilot depends heavily on that confidence, and feels an inward pride for the integrity of his crew chief.

Likewise, the crew chief has confidence that his pilot won't

abuse his plane, and will fly it safely and well, within the limits of its capability. Thus an unwritten contract is implied during each preparation and flight. Occasionally, especially in the heat of battle, a pilot may over-temp an engine or over-stress the airframe. Integrity requires that he report this to his crew chief so that the plane may be inspected for possible damage.

With that said, it is the bond between the crew chief and the pilot that I want to develop. For those who know the history of aviation, there is no finer example of this bond than between the author-pilot, Antoine de Saint-Exupery, and Andre Prevost, his long-time airplane mechanic, as a crew chief was known in those early days in aviation.

It seems in vogue today to sully the reputation of our heroes. I have read articles that belittle the flying skills of Saint Ex. Some of this disparagement has crept into the legend of the great man. Reading his stories of harrying flights in crude aircraft in those years reveals a man of great courage and skill facing fearful weather conditions with few flight instruments, without icing protection, flying long distances without navigational aids that we take for granted today.

St. Ex flew frail aircraft with unreliable engines, opening new air routes connecting continents. Airplanes developed so rapidly in the 1930's, and especially in the next decade during World War II, that he had his hands full keeping up, so the story goes.

He managed to get into the War as a French reconnaissance pilot, flying over the Mediterranean in a version of the high-performance, twin-engine Lockheed P-38 Lightning fighter, modified to a recon configuration. His assistant Ops officer, Lieutenant Raymond Duriez, was there with the mechanic each time St. Ex flew, concerned about the safety of the famed writer of "The Little Prince" and other literary treasures. St. Ex was older than most pilots flying that fast plane, and Duriez joined the mechanic to have everything ready when St. Ex was flying. Duriez would start the engines and warm them up just before the pilot arrived to fly. And when St. Ex arrived, the lieutenant

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*U.S. Air Force crew chief, Sgt Jim Pickles, standing proudly before his airplane, B-57G # 588.*



*Antoine de Saint-Exupery in his P-38 cockpit.*



(Continued from page 5)

would help St. Ex get into his harness and strapped in, ready to taxi out for his combat mission. Duriez and the mechanic would watch him take off and disappear into the sky on mission after mission. As the time approached for the pilot's return, they would be waiting anxiously, watching the sky for his plane. As the story goes, St. Ex applied for leave, and wouldn't be flying the next day. Knowing that his friend wouldn't need him tomorrow, Duriez himself took leave and rested for a day. But the demands of the flight schedule trumped St. Ex's leave, and the pilot was put back on the flying schedule for the morrow. Duriez was unaware of the change, and was not there to help him into his harness and prepare his plane. The famous aviator flew that last reconnaissance mission out over the Mediterranean, and didn't return.

His circumstances and whereabouts were unknown for years until a German Messerschmitt pilot reported downing a P-38 over the sea that day. St. Exupery was dead. When Duriez returned to duty the following day, he learned the tragic news. It was nearly his undoing. He was heard to lament, "I killed St. Exupery!" And I think he blamed himself for the rest of his life.

That's the powerful bond of camaraderie I'm talking about.

Charles Lindbergh knew well of that professional camaraderie forged in duty. He wrote to give credit to the unsung members of his team, the crew chief and the maintenance support that gave him quality airplanes to fly. "If I have been lucky, it was because I got fitted out with a perfect ship, equipped by men who took every care and precaution. Nothing was overlooked, and from the first, we never had any trouble or setback."

I was inspired to write this tribute to the crew chiefs of the world by the courageous action of one of my favorite crew chiefs, Sgt. Dave Dilla, assigned to the 13th Tactical Bomb Squadron which was preparing to deploy across the Pacific during the Vietnam War. His airplane, #865, was a highly-modified B-57G tactical bomber. Its design mission was night interdiction of the Ho Chi Minh Trail in Laos. Every night a heavy flow of war material moved down the unlighted network of jungle roads heading for the Communist war effort in the South of Vietnam. The bomber



*A ferry fuel tank for the B-57 on the upper half of the bomb bay door ready for installation.*

was equipped with see-in-the-dark scopes, radar, laser-guided 500 pound bombs and incendiary cluster bombs to destroy truck traffic. Getting the airplanes across the Pacific to the theater of operations became the long pole in the tent. The bomber didn't have enough fuel to fly that far, even by island hopping. The first, and most obvious solution to increase the range was to install a fuel tank in the bomb bay for the ferry mission. Curiously, the bomb bay on the airplane was a rotary design. The bomb load was carried internally on the top of the bomb bay door. The outside of the door was contoured to the streamlined fuselage. To release the bombs, the door was rotated in flight by the pilot, leaving the ordnance free to drop away from the plane. When a bomb or bombs were released, the bomb bay door was rotated back to the streamlined position. The ferry tank for the airplane would sit on the inner portion of the door just like the bombs.



*Sgt. Dave Dilla, crew chief, 13th Bomb Squadron, with a laser-guided bomb.*

Obviously, the bomb bay door was not intended to be rotated with the tank installed. But that happened one morning when I was starting the engines on Sgt. Dilla's plane.

I had completed my walk-around preflight,

and had climbed the ladder and strapped myself in the cockpit. I ran through the start-engine checklist, gave a wave of my gloved index finger to the crew chief to let him know that I was starting the first engine. The external power cart was droning loudly as I pressed the start switch. The starter cartridge fired, and the rpm began to increase during the start sequence. At the same time, the hydraulic pressure began to build as the engine continued to accelerate. And then, the unexpected happened

The bomb bay door, with a ferry tank full of JP-4 jet fuel began to rotate. Sgt. Dilla saw it before I had any indication in the cockpit. The engine had ignition and fuel flow and combustion as the rpm increased. Meanwhile the bomb bay door continued to rotate, rupturing fuel lines and dumping gallons of raw fuel on the ramp in close proximity to the operating engine. Sensing that an explosion and a massive fire were imminent, Sgt. Dilla

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ran toward the plane waving to get my attention. I saw his hand drawn across his throat - the signal to shut down the engine immediately. As I closed the throttle to extinguish the combustion in the engine, the sergeant was up the ladder in a flash, reaching into the cockpit to un-strap my seat belt and shoulder harness and disconnect the oxygen hose from the mask. With his assistance, I was out of the cockpit and moving well away from the plane in record time lest it explode. Fortunately it didn't, and the ground crew and fire department went to work cleaning up the spilled jet fuel.

I thanked the crew chief for his extraordinary help in getting me out of the cockpit so quickly. But, long after the incident, I often reflected how Sgt. Dilla had risked his life without a second thought to get his pilot out of harm's way. My dedicated crew chief passed away a year ago (2011). But he will always be remembered by me and those who knew him as a brave man who, on one occasion, at risk of life, did his best to protect me from a sudden, horrible outcome.

Years ago, I met an airport fireman, and had the chance to thank him for the many times throughout my flying career that unknown firemen had rushed to my assistance during many aircraft emergencies. He became for me the token fireman that I owed many thanks for being there when I was in trouble. In the same way, Sgt. Dave Dilla is the token crew chief standing for all the fine crew chiefs who prepared my planes for flight, and awaited my return.

In the spirit of camaraderie between pilot and crew chief, I played a little trick on my crew chief at Edwards Air Force Base, California, while I was instructing at the Air Force Test Pilot School in the 1960's. The mechanic had prepared a supersonic T-38 jet trainer for a local flight over the Mojave Desert. When I arrived at the airplane and started my walk-around inspection, I noticed that he had replaced a worn tire on the right main wheel. The yellow tag was still taped to the new tire. I peeled it off and stuck it in a pocket of my flying suit without the crew chief seeing what I did. I strapped in, started the engines and



A T-38 supersonic jet trainer at Edwards AFB, California.

taxied out for takeoff. An hour later I landed, and taxied back to the parking area. The chief marshalled me to a stop, and I shut down the engines and climbed down the ladder. I walked around the airplane and ducked down over the new tire and re-

taped the yellow tag along the tread where I had discovered it on the preflight. When the crew chief noticed the yellow tag, he was incredulous.

"How'd you do that?!" he asked, knowing that the airplane took off and landed at nearly 180 mph. I kept a straight face as I explained that I held the wheel off the runway on landing until the airplane had slowed way

down. Then I eased the tire down gently, and slowed to taxi speed. He rolled his eyes. I reminded him that test pilots were referred to as "golden arm pilots" because we could do things like that. My face broke into a guilty grin, giving away my secret. We both laughed at my friendly deception.

On a student training flight in a twin-engine B-57 bomber that we used to teach engine-out performance and test techniques for determining the minimum control speed on a single engine, the tables were turned. On the landing roll, my student suddenly pulled the control wheel full aft, raising the nose high to slow to taxi speed without using much braking. He slightly overdid the maneuver and, unknown to me, scraped the tail skid (which was sacrificed to save the underbelly of the aft fuselage).

Later in the day, the crew chief found me in my office and presented me with a red and white, striped B-57 tail skid with the words, "Tail Dragger," stenciled on it. The deep scrape was immediately obvious. "Uh oh!" As the instructor pilot, I was responsible for the scrape. The chief reminded me that, according to unwritten tradition, I owed him and his crew a case of beer. And so the game works both ways!

It's that kind of rapport that typifies the relationship that I'm describing. Long live the great crew chiefs of the world!



# SAFETY NOTES & NOTAMS

## ADVANCED PREFLIGHT AFTER MAINTENANCE



This month's safety brief focuses on the importance of a thorough preflight after maintenance. It is natural to assume that you're ready to go when the mechanic says it's all good. However, as "Pilot In Command" you are responsible to ensure that you and the aircraft are safe to fly! Please read the following article and remember "Keep Your Brain In The Game!"

Ron O'Dea, Safety Officer

(Reprinted from FAA Aviation Safety Journal)

The GAJSC and NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly. In many cases, although the maintenance personnel made the initial mistake, **the pilot could have prevented the accident by performing a thorough or advanced preflight check.**

Did you know that maintenance-related problems are one of the most deadly causes of accidents in general aviation? Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge and improper techniques used during the preflight of the aircraft.

In July 2014, the pilot of a Piper PA-12 Super Cruiser airplane was fatally injured after his airplane pitched up steeply during takeoff and crashed. The investigation found that the elevator control cables were installed incorrectly such that the elevator moved in the direction opposite to that commanded. The preflight checklist for the airplane required the pilot to **verify that the flight controls were free and correct.**

What the Regulations Say ...

· Title 14 CFR 91.7 states, in part, that "the pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight."

· Title 14 CFR 91.407 states, in part, that: "No person may operate any aircraft that has undergone maintenance ... unless ... it has been approved for return to service" **and is logged in the aircraft records.**

An operational check flight is required for any maintenance that may appreciably change the aircraft's flight characteristics or substantially affect its operation in flight.

**Advanced Preflight** refers to conducting a preflight that goes beyond the normal preflight checklist. This is accomplished by obtaining a valuable maintenance history of the aircraft and developing an additional items checklist. While this requires some time, once you have developed the additional items checklist it can be used in conjunction with the aircraft's preflight checklist for all future preflight inspections.

- Become familiar with flight controls or systems prior to maintenance. It is easier to determine what becomes "abnormal" if you are familiar with how it should operate.
- Locate and review all of the aircraft records, to include additional documents such as receipts, work orders, FAA Form 337s (Major Repair and Alteration forms), and approval for return to service tags (8130-3 Forms). Also locate any Supplemental Type Certificate (STC) data, including data on items no longer installed on or in the aircraft.
- Coordinate with your mechanic before flying aircraft that have recently been maintained to get a clear determination as to what has been accomplished.
- After maintenance, check all systems more thoroughly than the normal preflight checklist implies.
- Pay particular attention to aircraft components that may have been affected by recent maintenance.
- Avoid becoming distracted or being interrupted in the middle of the preflight to ensure you do not accidentally miss or skip a step.
- Immediately be prepared to abort takeoff if something goes wrong or doesn't feel right.



## FROM HEADQUARTERS

### EAA Milestones

Have you reached a milestone recently? Passed a checkride, given your first or hundredth Young Eagle flight, flown your homebuilt for the first time? Tell us about it at [editorial@eaa.org](mailto:editorial@eaa.org)! [This includes Master Pilots, 50 year members, or anything else—please share!]

### EAA Webinars

- |         |             |  |
|---------|-------------|--|
| 4/6/16  | 8 p.m. CDT  | <b>Watch Your Language</b>   |
|         |             | Qualifies for FAA Wings and AMT credit Mike Busch                        |
| 4/12/16 | 6 p.m. CDT  | <b>EAA's Collegiate Volunteer Program</b>                                |
|         |             | Katie Meyer  |
| 4/13/16 | 12 p.m. CDT | <b>Think You Are Insured Flying an Aircraft You Don't Own?</b>           |
|         |             | Bob Mackey   |
| 4/20/16 | 7 p.m. CDT  | <b>So You Want to Build a Van's RV?</b>                                  |
|         |             | Ken Scott  |
| 4/21/16 | 12 p.m. CDT | <b>Marketing Your Air Tour</b>   |
|         |             | Nicole Rayos   |
| 4/27/16 | 7 p.m. CDT  | <b>The "B's" Are Coming! An Evolution of the Sonex Design Philosophy</b> |
|         |             | John Monnett   |



# DO YOU HAVE RTV IN YOUR ENGINE?

*From the Editor: I don't always publish SAIB's or notices verbatim, but this one is very relevant to every aviator who either builds engines or has them built for them. I have personally seen RTV used to reduce leaks in engine cases and cylinder bases. This is well written and should prompt a visual inspection of your engine looking for telltale signs of RTV between metal to metal surfaces at the base of the cylinders and between the case halves. You can see all SAIB's, AD's and safety alerts at <http://www.faa.gov/aircraft/safety/alerts/>*



## FAA **SAIB** Focuses On Continental Engines Sealants Multiple Engine Failures Related To Improper And Unauthorized Uses

The FAA has issued a Special Airworthiness Information Bulletin prompted by multiple reports of engine failure related to the improper and unauthorized use of certain sealants during engine case half assembly and/or cylinder installation.

According to the SAIB, these sealants may be commonly referred to as room-temperature vulcanizing (RTV), RTV sealant, RTV adhesive, or gasket maker. These sealants are not approved for installations on CMI engines listed in the service documents referenced below. It is vital that you refer to the manufacturer and model-specific maintenance and overhaul manuals and service instructions for approved materials and procedures.

Proper cylinder deck stud and through-bolt pre-load is critical during the assembly of an engine. Direct measurement of bolt pre-load is not possible during installation. However, it can be assumed to be correct through accurate torque measurement of installation nuts or bolt heads, but only if proper assembly procedures and approved materials are used. The use of approved lubricants and procedures is absolutely essential to achieve proper bolt pre-load.

If certain sealants are used between the case halves or under the cylinder decks during the assembly process, the coating layer can create a "soft joint" and allow relative movement of the faying surfaces. Within a few operating hours, the sealant will creep and the joined components may loosen and fret. Eventually, the main crankshaft bearings may migrate or rotate and loss of proper bolt pre-load may occur. In addition, extruded sealant on the engine interior can detach, migrate into the oil passages, and block oil flow. Once any of these conditions occur, catastrophic engine damage can result.

**Applying any unapproved sealant (RTV, gasket maker, etc.) to the crankcase cylinder deck, cylinder deck chamfer, cylinder mounting flange, cylinder base O-ring, cylinder fastener threads, or crankcase main bearing bosses is not an approved procedure.**

The FAA recommends that owners, operators, and maintenance personnel read and adhere to the contents of the following service publications when performing maintenance to these products:

- Continental Motors Aircraft Engine Service Bulletin No. SB96-7D, Revision D, dated August 11, 2015
- Continental Motors Aircraft Engine Service Information Letter No. SIL-99-2C, Revision C, dated September 16, 2014

The FAA also recommends that owners, operators, and certificated repair stations refer to applicable Instructions for Continued Airworthiness for approved materials and methods.

(Source: FAA)

EAA 35 MARCH OPEN HOUSE SEE MORE PHOTOS ONLINE AT [HTTP://WWW.35.EAACHAPTER.ORG/](http://www.35.eaachapter.org/)





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# THE BUILDER'S CORNER

## IT'S NEVER GOING TO HAPPEN (AGAIN)

### Mark Julicher

Many of us do preventative maintenance, experimental tinkering, or casual cleaning on our planes. If you plan ahead and have the correct tools, documents, and knowledge your activity should be beneficial. However, if you don't Murphy proof your activity, the results could be less than satisfactory. Here are few actual situations.

#### Situation 1:

It is time for an oil change. Your oil is not very warm, so you open the quick drain and go off doing other tasks while the old oil slowly fills a bucket. Two hours later you return, remove the oil filter and go off to cut it open and examine it for metal. You come back in half an hour, spin on a new filter, torque it to 17 foot pounds and then plunk a quart bottle of oil into the filler neck while you go off to get safety wire. You return with safety wire and plunk a second quart onto the filler neck while you fiddle with the safety wire pliers. About now you notice that the oil bucket is still filling up and the oil is looking cleaner. Hoping that nobody is looking you close the quick drain. Never happened to me of course.

#### Situation 2:

You are flying a plane in which you were recently checked out. You do not have much time in it, but you are pleased to note



Photo 1: Wiring removed from a small, certified airplane. It was overloaded and the non-approved wire was giving off toxic fumes.

that it has three power plugs for your smart phone and GPS and electronic tablet. You plug all your gizmos in so they can all run on aircraft power. Half an hour later you smell that hot electrical smell. Then an unmarked circuit breaker pops. The breaker won't reset and you notice that your electric goodies are all on internal batteries. Yes, the three-way plug failed. After a successful landing, you investi-

gate the power plug. It appears to have been purchased at a truck stop and installed with lamp cord. Of course there is no entry in the aircraft log. The technical terms for this installa-

tion are "lash up," "jury rig," or "kludge."

#### Situation 3:

Annoyed at how greasy your plane has become, you grab your purple cleaner and attack the dirt inside and out. You clean

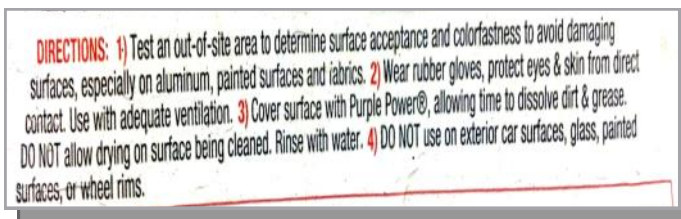


Photo 2: Directions on a bottle of purple cleaner.

the engine compartment, under the floor, belly skin, even inside the wings. Now proud of your work and relaxing over an ice tea you read the label on the back of the purple cleaner. Read direction number 1 CAREFULLY. Yep, purple cleaners corrode aluminum. You have been warned, use the green stuff instead.

#### Situation 4:

Tired of flying on racing slicks, you decide it is time to change tires. No problem, it is an authorized procedure that any pilot can do. {insert here: "What could possible go wrong?} After jacking the plane and removing the wheel from the axle, you grab your trusty valve stem tool and extract the Schrader valve to deflate the tire. At that point the ancient Schrader valve morphs into three or more pieces. You are stuck. For a 25-cent Schrader valve you can't finish the tire change. You might be able to scavenge a valve from somebody's bicycle, or you may have to leave the plane on jacks and go to a parts store. Keep a spare Schrader valve in your parts stash, or at the least, repair the bicycle before the owner finds out.

#### Situation 5:

It is annual time. You grab your drill driver. You carefully set the clutch to an intermediate setting so you don't wallow out those Phillips screws into "cone heads," (ah ha! You have been burned by the over zealous drill driver before and won't fall for that rookie mistake.) Quickly and efficiently you remove panels and pieces putting all the screws into a parts cup - good job. Now looking into the parts cup you notice that you have two different sizes of machine screws and three different sizes of sheet metal screws. Whaaaaat? Somebody forced sheet metal screws into nut plates and machine screws into Tinnerman nuts? This happens all the time! Pay atten-

(Continued on page 13)

## THE BUILDER'S CORNER (CONT)

(Continued from page 12)

tion to location, kind and size. Keep a modest bench stock to replace the inevitable dropped screw. Have a stock of nut plates and Tinnerman nuts too.



Photo 3: Two styles of Schrader valve, they don't last forever.

You never know when one will be rusted or cross-threaded and need replacement.

### Situation 6:

Once again you are changing a tire. The plane is jacked and the wheel is off. Distracted by, fill in the blank, you forget to deflate

the tire and unfasten the first wheel bolt with pressure still in the tube. Wow, this nut seems really tight, but with a socket wrench and cheater bar it finally yields. Pow! You launch a self-locking nut across the hangar and bend an AN4-35 bolt. Mostly it is just startling, but it can put an eye out.

### Situation 7:

You need to de-cowl your Cessna. You know this takes two people to prevent dropping the lower cowl on the concrete. Fortunately Fred E. Lookyloo offers to help, and whilst you are removing fasteners on the right side of the cowl, Fred grabs the drill driver and attacks the fasteners on the left side of the cowl. The cowl makes a funny noise as Fred strips out two or more quarter-turn fasteners. Fred thinks that "Southco" is a brand of Phillips screw. Hmmm. I hope you have some spare receptacles.



Photo 4: To the unwary, a Southco 1/4 turn fastener looks like a Phillips head screw

### Situation 8:

Your Stupendous 5000 Engine Analyzer shows that #4 cylinder is running cooler than normal. After all, you have downloaded engine data for the last 250 hours of operation and studiously examined every parameter – almost memorized the numbers! The first step in rectifying the problem will be to remove the fuel injector and give it a good soak in acetone. There is nothing to it. A 3/16-combo wrench and a 1/2 inch deep socket and presto, the offending injector is in hand. Well part of it is in hand. Who knew that injectors are actually a little assembly of parts? Is the missing part on the floor, or stuck in the wrench? If a

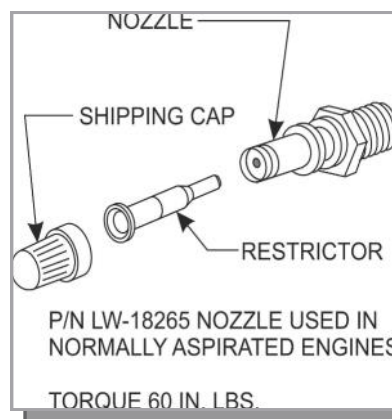


Figure 1: Drawing of a fuel injector from Lycoming Service Instruction 1275C. The restrictor can easily fall out of the nozzle.

spark plug hole was open, did the missing part fall inside the cylinder? Are you sure?

### Situation 9:

Sometimes when blind fasteners are needed, a manufacturer will use Rivnuts. When Rivnuts get old and corroded, they become Rivnuts. When Rivnuts jam and spin in their holes with no possible way to remove them they become Rivnuts. After that, they are changed for nut plates

and life goes happily along. The point is, it is easy to strip out a Rivnut hole.

### Situation 10:

Using your shiny new magneto timer you open your cowling and attach wires as if to give your engine an abbreviated EKG. You have the spark plugs out, (won't make that mistake.) The engine is set for 24 degrees BTC on number one, and the mag timer is switched on. But something is wrong and the indicator lights are not working as expected. Better pull a magneto and see what's up. Carefully you remove a magneto. You don't let the rubber cushion fall out into the accessory case, (won't make that mistake.) Everything seems OK, the impulse coupling is in good condition, so better put the magneto back on. You pin the magneto in the firing position and tell on-lookers not to go near the prop lest that magneto gear gets stripped out, (won't make that mistake.) As you are placing the magneto back in position you realize the magneto gasket is torn. Of course you have a spare gasket, (won't make that mistake.) Before searching for your spare gasket you switch the magneto back to off, (won't make that mistake.) While rectifying all the previous, the battery runs down in the mag checker. Should have played golf today.



Photo 5: Rivnut. Invented by B.F. Goodrich for installing de-icing boots. They can't take a great deal of torque. Photo credit Walmart

## MARCH MYSTERY PLANE REVEALED

By Doug Apsey

We had three Chapter 35 members correctly identify the March mystery plane as the Northrup XP-56 Black Bullet. They were Charlie Brame, Ira Wagner, and Jim Humphries who responded in that order. As is often the case, Charlie sent his response within minutes of the newsletter hitting his in-box.



Wikipedia.org

As you can see from the pictures, the XP-56 was a radical design departure from the typical airplane of its time. The initial concept for this design originated at Northrup in 1939 as the N2B. The goal was to develop a fighter interceptor that was basically a flying wing with a small central fuselage, no horizontal tail and a small vertical tail. The hope was that this design would have less aerodynamic drag than conventional



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airplanes of that era. Since the design was so radically different,

Northrup built a smaller proof of concept prototype called the Model N-1N and conducted test flights on this airframe while developing the XP-56. The first prototype of the XP-56 made its initial test flight on 6 September, 1943.

The XP-56 was powered by a 2000 hp Pratt & Whitney R-2800-29 engine driving contra-rotating propellers in a pusher configuration. The Black Bullet had a wingspan of 46 ft. and an empty weight of 8,700 lbs. Maximum speed was projected to be 465 mph at 25,000 ft. but it was never able to attain the design speed during flight testing. In addition to the radical design, the XP-56 airframe and skin were made of magnesium alloy which required the use of the heliarc welding technique, a process perfected at Northrup in the early 1940's and still used today to weld aluminum and magnesium.

The first prototype suffered from aerodynamic instability in yaw requiring an increase in the upper vertical stabilizer to correct the problem. That prototype was destroyed in a high-speed taxi accident. The second prototype incorporated several changes including the larger vertical tail, center-of-gravity relocated further forward, and modifications to the rudder control linkages. The design continued to have aerodynamic issues (ironically it was now too sensitive in yaw) and after only 10 test flights, the project was cancelled. The second prototype is currently in storage at the National Air and Space Museum.

Although the XP-56 was eventually considered to be an un-airworthy design after NACA wind tunnel testing, the knowledge gained by Northrup during design and testing of the XP-56 led to the development of future designs such as the XB/YB-35, the YB-49 and the B-2.

Sources for this article include input from our three Chapter 35 members who responded to the March Mystery Plane, Wikipedia, Fiddlersgreen.net and JoeBaugher.com.

For a short video, [Click Here](#).



### NAME THE PLANE

Here is our Mystery Airplane for April. This one should challenge you a little. I'll even give you a hint that may help you figure it out. This airplane is a movie star! I'll warn you now that next month's article could be really short since I can't find much information about this airplane – so help me out and do a little research for me on this one.

Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information?



1. Who designed and built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. What year did it first fly?
4. How many were produced?
5. What famous company owned it?
6. Bonus – what movies did it star in?





# Country Store

Brian Goode

**SHIRT NEWS** The EAA Chapter 35 Fishing shirt inventory has been replenished. There are two special orders that have arrived, so bring your check book or a handful of cash to the meeting and pick up your merchandise before it gets sold to somebody else.

The new Safety Yellow golf shirts are a big hit. We ordered a couple more and they are also available at the next meeting.

### WASH WAX ALL

The Country Store is now a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics on the San Antonio International Airport.

We have ordered some inventory which will be on display at all of our meetings. We will be doing a show and tell of some of the products at a future meeting.



Our prices for EAA Chapter 35 members will be better than other outlets because our overhead is nothing compared to a retail outlet. We won't advertise the prices, but they will be posted at the monthly meetings at the Country Store table. Stop by and pick up some product. It works well on automobiles, snow mobiles, boats, jet skis and motor homes as well as aircraft. June even uses it to clean the kitchen stove top.

[Click here](#) for the complete product line



## MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short Sleeves	Men's & Lady's	\$43.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps		\$3.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Pint -16 OZ	<i>See us for exclusive member's only pricing</i>
	Quart -32 Oz	
Mop Head with Pads	Washable	
Scrubbing Pad with Handle	Reusable	

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For merchandise please call Brian or June @ 727-709-1159 or ladybgoode@msn.com

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# 2016 EAA Chapter 35 Leadership



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<b>Facilities:</b> (210) 570-9435	Freda Jones <a href="mailto:ea35facility@gmail.com">ea35facility@gmail.com</a>	<b>Newsletter Editor:</b> 210-878-5561	<b>Chuck Fisher</b> <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
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## Flight Advisors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:tcflyingdoc@yahoo.com">tcflyingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	

## Technical Counselors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:tcflyingdoc@yahoo.com">tcflyingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
Nick Leonard 830-765-7481 <a href="mailto:ohlson38@gmail.com">ohlson38@gmail.com</a>	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>

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## CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

APRIL 	9	<b>FLY-IN BREAKFAST EVENT</b> <i>All you can eat pancakes eggs, sausage/ bacon</i> <i>"Alamo Remote Control Society –RC Avia- tion, Bill Ponseigo"</i> <b>BOD Meeting</b>	EAA Chapter 35 Clubhouse 9:00 - 12:00 am  <i>Program 10:00 am</i>  <i>12:30 am</i>
	16	<b>YOUNG EAGLES</b> Stinson Airport (KSSF) <i>Volunteers Needed!</i>	9:00 am – 1 pm Stinson Airport (SSF) POC: Phil Vaneau vaneau@gmail.com, (210) 887-3135
MAY 	14	<b>SPRING CLEANING!</b> Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse <b>10:00 am</b> – 12:00 pm <i>Lunch Served at Noon</i>
JUNE	11	<b>ANNUAL CHAPTER 35 PICNIC</b> <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	9	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u>  <b>BOD Meeting</b>	EAA Chapter 35 Clubhouse 8:00-10:00 am  <b>10:30 am</b>
AUGUST	13	<b>LUNCH MEETING</b>  <b>Matt Van De Walle, C5/C5M Pilot</b>	EAA Chapter 35 Clubhouse Lunch 11:30 am <b>Meeting/Program 12:30 pm</b>
SEPTEMBER	10	<b>LUNCH MEETING</b>  <b>Richard Elder, Fire Resistant Materials</b>	EAA Chapter 35 Clubhouse Lunch 11:30 am <b>Meeting/Program 12:30 pm</b>
OCTOBER	8	<b>LUNCH MEETING</b>  <b>BOD Meeting</b>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm <b>10:30 am</b>
NOVEMBER 	12	<b>ANNUAL CHILI COOKOFF</b> <b>EAA Chapter 35 Fly-mart</b> <b>Annual Membership Meeting and Election of Officers</b> Lunch and Chili Judging	EAA Chapter 35 Clubhouse <b>10:00 – 11:30 am</b> <b>11:30 am</b> Immediately following the meeting
DECEMBER 	10	<b>CHRISTMAS PARTY</b> Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm



### Classified Ads

**30x40 hangar AND T hangar for rent.** Contact Richard Gramling 210-846-5134 *(expires Jun 2016)*

**40x34 ft. Hangar for Rent** at San Geronimo, available 1 Jan. Utilities furnished. Call Joe @ 210-710-6063 *(expires Jun 2016)*

**T-Hangar** available for immediate lease. Contact Doc Hecker at 210-391-1072 or faaexamdoc@yahoo.com. *(expires Jun 2016)*

**Hangar for Rent:** 40'w by 32'd, on east end near runway. Electrical and water included with overhead fluorescent lighting, concrete flooring and ramp in front of hangar. Available immediately.

Call Dave Baker 210-410-9235 *(expires Jun 2016)*

"HANGAR FOR SALE, or rent with an option to buy. 40 ft. wide by 32 ft. deep, with electricity. In the new section of hangars. Available on or before May 1st. Call Brian Goode at 727-709-1159, email to: ladybgoode@msn.com, visit us at the Country Store, or stop by Lot 53 on the Airpark." *(expires Jun 2016)*

"San Geronimo Airpark hangar for sale: Unit 7 of new building on west side of entry road. Contact Ulf Balldin (210 663-7391) or Tom Morgan (210 884-4597)." *(expires Jun 2016)*

### Upcoming Local/Texas Events and Airshows

#### 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>
- Council of Air Shows** <https://www.airshows.aero/Page/ASCalendar>
- 1-3 April** Texas Corvair College #36  
San Marcos  
<http://flycorvair.net/2016/01/11/2016-corvair-college-registration-pages/>

- Apr 9-10** Wings of South Texas (Blue Angels) Kingsville, TX  
<http://www.wingsoversouthtexas.com>
- Apr 16** CAF Centex Fly In / Drive In San Marcos Airport (KHYI)  
<http://www.cafcentex.com/>
- Apr 22-24** 3rd Annual Texas STOL Roundup Llano Municipal (KAQO)  
<http://www.texasstolroundup.org>



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**Melissa Koboldt**  
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The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

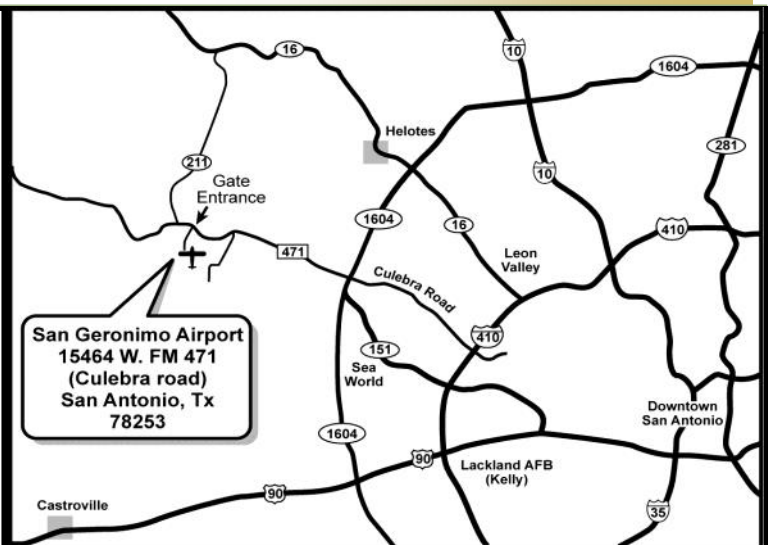
*Chapter 35 meets  
Each Second Saturday of the Month*

**9 April 2016**

**Fly-In Breakfast**

**0900**

**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**

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EAA 35 MARCH OPEN HOUSE

PHOTOS BY DAVID BAKER AND PEGGY FISHER





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# ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



**Wash Wax ALL**  
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.  
**Spray On - Wipe Dry**



**Wash Wax ALL Degreaser**  
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.  
**Spray On - Wipe Dry**



**Belly Wash**  
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.  
**Spray On - Wipe Dry**



**PlexALL**  
Leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.  
**Spray On - Wipe Dry**

**NEW**

**Waterless Wash Wax Mop - Faster, Easier, Safer.**

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



**NEW**



**Aero Scrubber**  
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



**Aero Towel**  
All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



**Aero Diaper**  
Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



**NEW**

**Waterless Wash Wax Mop Starter Kit**  
All you need to get started with the new Wash Wax Mop.



**Starter Kit**  
All you need to get started with Wash Wax ALL.



**Leather/Vinyl Kit**  
All you need to clean, restore and protect leather and vinyl in one kit.



**Cabin Cleaner**  
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



**SafeSolv**  
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



**Leather Soap**  
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



**Leather Care**  
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



**Rubber Care**  
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



**Water Spot Remover**  
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



**PolishALL**  
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



**Wash Wax Clay**  
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



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