



May 2015

Volume 57 Issue 5

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Next Event

Spring Clean-Up

9 May 2015

1000-1200

Lunch served at noon

Chapter 35 Clubhouse

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Mother of Invention

Chuck Fisher

This past weekend I had the true pleasure to talk to well over a hundred children and parents about the tremendous history and heritage of Stinson Airport

– and the two young ladies, whose name it bears, that made aviation history themselves. As I watched the little girls and young ladies enthralled with this wonderful “Girl Power” story, it occurred to me that there have been lots of tremendously influential ladies in aviation.

Most of us can probably name several women history-makers; Amelia Earhart, Jaqueline Cochran, Sally Ride, Jenna Jaeger, Bessie Cole, Katherine and Marjorie Stinson, Patty Wagstaff, and maybe a few more. But in this short segment, I want to highlight one woman who might have influenced aviation more than any of these ladies but who never left the ground.

It was the late 19th century. There were no planes; engines were enormous smoke belching steam apparitions, and the world was plowing into an industrial age full speed ahead. Yet, most families had little

of that technology at their finger-tips and lived and worked by the power of their hands and strength of their backs. In that era fathers worked the land or machinery, and moms cooked, cleaned and raised the kids.

In this family, though, life was slightly different. Father was a renowned minister, a prolific writer and academic, and by virtue of his job travelled extensively causing long absences from

home. He was a good father who encouraged academic thought, but during the formative years, it was mom who influenced the children. It was mom who was

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http://www.wright-brothers.org/Information_Desk/Just_the_Facts/



Next Event!

Spring Clean-Up

Bring your tools, gloves and be ready to work!

Lunch to follow

PRESIDENTS COCKPIT[For Swedish Click Here](#)

To all members of EAA Chapter 35 in San Antonio, The weather has not treated EAA 35 very well during the first months of 2015. It started with cold and miserable weather for the January Third Annual San Geronimo Open House and Hangar Walk-around, which had to be moved to March. At the Fly-In Pancake Breakfast in April the cloud ceiling was at

about the same level as the top of the newly installed electric power poles in the extension of our runway. Only about 25 persons came with cars and no fly-in airplane could be sighted in the foggy visibility. There was, however no lack of pancakes and other food. And finally, the very highly anticipated Young Eagle Rally at Stinson Airport, in connection with the 100 year celebration of the second oldest continuously operated general aviation airport in USA, had to be moved due to forecasted rain and thunderstorms to the next day. It meant that all the parents and the kids, who were supposed fly, had to be contacted and rescheduled to the next day. Phil Vaneau, organizer of our YE Rally was very busy with all changes of the schedule and related activities. But he and all other participants from EAA Chapter 35 in San Antonio as well as some other participants from other EAA Chapters seemed to be flexible, and, as I understand it, moved on with these changes in a positive spirit.

At the EAA35 Board of Director meeting on April 11, 2015 it was decided that the Secretary's minutes from the monthly meetings will be distributed by e-mail through Ron O'Dea, our Membership Chairman, to all members of the EAA Chapter 35 before the next meeting. The intent is to read the draft minutes only if an attendee asks that they will be read. This will eliminate the time for reading the minutes at the monthly meeting and the minutes may be accepted with necessary changes by the attending members faster.

At the BOD meeting a new candidate (out of three kindly suggested by Joe Cabe) was selected with help of further information from Joe Cabe at the meeting, to get the possibility to participate in the EAA Air Academy activities at Oshkosh this summer. Maarten Versteeg has contacted the winner, Samuel Murley, who has accepted to go to Oshkosh.

The BOD also selected John Latour to be a member of and responsible for selecting 3-4 other members to the nominating committee for the four EAA 35 Officers for 2016-2017. He has already found the other members of the committee.

The San Geronimo Airpark was made famous by a local TV News Channel in the middle of April. Many of us have noticed the six 40 ft. electric power poles installed in the very close vicinity of the approach path to our runway 35. One of the poles was only 100 yards from the end of the runway. In the news program it was stated that local pilots say that it is just a matter of time before someone will be killed, if the poles are not moved. Complaints were made from the Manager of San Geronimo Airpark, our member Lew Mason to CPS Energy and the home building company. They did not result in any removal of the poles during more than a month. FAA also inspected the poles and found that they were hazardous to the flights to and from the airport. However, it was not until the TV Channel sent the news with interviews of Lew, something happened. Early next day after the TV News were sent, all six

MEMBER NEWS

As this Newsletter was being printed, we learned that our dear friend and loyal supporter Marion Versteeg lost her battle with illness.

There will be a celebration of Life in Remembrance of Marion at the EAA Chapter 35 building on Tuesday, April 28th, 2015 from 6:00 to 8:00 pm. Beverages and sandwiches will be provided. Maarten, his daughters and family request your presence for this celebration.



poles were removed. Lew Mason, now a hero, got several offers from TV companies and from Hollywood for jobs as a TV and Movie Star. Now CPS Energy has to find another way to get electricity to all the new homes that are planned.

Next activities (not a regular monthly Saturday meeting) will start on Saturday May 9 at 10 am with a Spring Cleaning and Yard/Chapter Building Work Party in our Clubhouse and will continue to 12.00 pm. Please, bring suitable clothes and a positive attitude for the important renovation, cleaning and improvement jobs waiting. As a reward lunch will be served at noon.

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

Ulf Balldin

SAFETY NOTES: THE POLE IS DEAD!**Ron O'Dea**

If you haven't noticed, the much dreaded utility poles on the approach end of runway 17 have been removed. I had been working with the Supervisor of the FAA Obstruction Evaluation Group in Fort Worth. Lew Mason has been keeping after Pape - Dawson (developers) as well as CPS. The real trick was Brian Goode getting through to KENS5 news, Barry Davis, Investigative Report who came out to the airport. He interviewed Lew Mason, observed the hazards, and said "they will be down to two days". Two of the poles came down that very night! The rest were down the next day! I don't know what Barry did, but I am a new fan of KENS5 news.

<http://www.kens5.com/story/news/2015/04/15/poles-runway-faa-kb-homes/25844851/>

Now here's the thing, KB Homes needs power to their sewer treatment plant at the south end of their development. That means there will be poles up at some other location. So keep your eyes open. As soon as we know what's up we will keep you all informed. Remember, it's still your job not to hit anything.

Keep your brain in the game.

CHAPTER BULLETIN BOARD



February 19, 2015

Attn: Ms. Dee Branc
Experimental Aircraft Assoc.
15464 FM 471 W. Box 27
San Antonio, TX 78253

Dear Experimental Aircraft Assoc.:

On behalf of all our staff and Board of Directors at Casa Helotes Senior Center, we Thank-You for your February 16, 2015, Spaghetti Dinner Fundraiser donation of meatballs, pasta, and pasta sauce in support of our organization.

Your contribution is greatly appreciated.

Sincerely,

Ms. Vessie Culver
Center Director

Casa Helotes Senior Citizen Center
12070 Leslie Rd.
Helotes, TX 78023
(210) 695-8510
Tax I.D. 74-2471234
casahelotes@sbcglobal.net

{No goods or services were pro

The May event is the annual chapter Clean-Up Day .
We'll have lunch at noon—or after you've done your chores!

If you would like to see the FAA requirement for the Third Class Medical to fly light aircraft be eliminated, please contact your congressman and our two senators now. The bill in the US House of representative is HR 1062 and the bill in the US senate is S 571. The best, fastest, and easiest way to contact these politicians is via e-mail. Congressman Will Hurd, Senator Ted Cruz, and Senator John Cornyn all have web sites with e-mail buttons. Just click the button and fill out the form. Ask them to co sponsor the bills. Will Hurd is the congressman for the area where San Geronimo Airpark is located, Your congressman may be different
Dennis Scheidt

Hangar Space Available

Building a Project? Assembling a kit?

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

YOUR Articles Needed

This Newsletter is YOUR newsletter. I chapter needs YOUR contributions. Please and announcements with our membership. What may be common builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed.

put the articles in it, but **you** have to write 'em! Your share your experiences, skills and wisdom, photos, humor knowledge to you, may be priceless for a new pilot or Send input to: ea35news@gmail.com



STINSON CENTENNIAL YOUNG EAGLES RALLY & EDUCATION FAIR



Chuck Fisher

Every once in a while a pilot has a chance to do something truly breathtaking. April 19th was one of those opportunities for several members of San Antonio's EAA Chapter 35 as they partnered with the City of San Antonio and a host of agencies to celebrate the one hundredth anniversary of the second oldest operating airport in the United States.

Stinson Municipal Airport was founded in 1915 to host a flight school run by Katherine and Marjorie Stinson, a pair of unconventional sisters who not only gained global fame as some of the first ever women pilots, but made history by training the first generation of US and Canadian army aviators, many of whom went on to shape the aerial battlegrounds of World War I. Thus, the role of women in aviation and the academic legacy of the airport were and are central themes in this year-long celebration.

EAA Chapter 35 was asked to provide a Young Eagle's opportunity for local schoolchildren and to whet their appetites for aviation related careers and technology. Unlike other Young Eagles events, this was to be on a massive scale, partnered with an aviation technology fair, with representatives and demon-



strations by a dozen agencies. This event was specifically pitched to area school districts, Science, Technology, Engineering and Math programs and JROTC detachments as an education opportunity, and enjoyed tremendous support directly from Councilwoman Viagran. This was a massive project for an EAA chapter.

Phil Vaneau, EAA Chapter 35 coordinator, aided by John Aiken from Palo Alto College and Robert Salluce from the San Antonio Airport System, began a months long planning effort. Phil coordinated with members from area chapters from as far away as Houston and San Marcos for aircraft and pilots. He held planning sessions with airport managers, Airport District leaders, and coordinated safe taxi and flight routes with area air traffic control. And, most importantly, he and Mr. Sal-

luce, the event coordinator for the City of San Antonio established a back-up plan and thresholds for execution.

That was critical as a line of storms and low ceilings threatened. 24 hours prior, weather forecasters were 50/50 on VFR weather, and it became apparent that the risk was too high. No one could be totally sure how many kids could make the back-up date. But safety was



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the overriding concern. So, dozens of phone calls and e-mails later, the entire event was seamlessly moved to the back-up plan.

Sunday morning was gloomy and grey. Pilots huddled in impatient groups by their planes waiting for the ceilings to rise.

Stinson was socked in and the clock seemed to be racing toward the 1200 start time. Kids and their parents had started arriving an hour and half earlier – way ahead of schedule and were gathering at the empty flightline.

Finally, with barely an hour to spare, a marginal VFR, 1100 ft. ceiling METAR was posted and the forecast was for rapidly clearing skies.

Around central Texas aircraft engines roared to life and a dozen aircraft headed to Stinson. Though not exactly and AirVenture arrival, the sight of a dozen aircraft of all shapes and sizes arriving at once and within minutes filling the flightline to capacity set the stage for a memorable event.

Phil quickly assigned escorts, pilots, guides and other roles to the waiting volunteers. US Air Force uniformed volunteers provided flightline security and professional airport personnel provided ground coordination and marshalled aircraft. Lew Mason and Craig Geron headed upstairs to a classroom provided by Palo Alto College armed with lecture materials, boxes of magazines and a box of surplus instruments and began teaching kids about the fundamentals of flight. Outside kids and parents queued up for registration and event coordinators guided (herded) families to the correct next event. Next door the fire department was out in force to display their trucks, kids crowded around a police helicopter, and explored displays and tours by several aviation oriented businesses, colleges, schools and the military and grabbed food and water at one of San Antonio's signature food trucks. And Dr. Casey Fox and I were fortunate enough to provide a hands on introduction to aircraft, flight controls and safety for the kids and flyers using my 1949 Navion and his magnificent Hatz Biplane as backdrops.

I'd done this briefing before, but this time, I also got to tell the

story of two unconventional young women who changed the course of aviation history. Watching the eyes of these young men and women, I could see excitement and in the eyes and body language of many—I could see them envisioning their future. They would be next, this was their destiny.

That day, EAA members took 75 youth on their first flight in 38 incident free flights using 8 aircraft. Hundreds of parents and

kids who will fly when they get older watched, cheered, and applauded as their children jubilantly returned. The press was there in force and cameras recorded the smiles for the evening television (e.g. <http://www.ksat.com/content/pns/ksat/news/2015/04/19/stinson-airport-celebrates-centennial.html>).



"That was the coolest thing I've ever done" was

one of the quotes of the day. Phil received the following email from one of the parents... ".....Thank you for giving these children a broader perspective of life. It was ultimately a memorable experience for these future adults. My son Daniel is in awe right now." The Event planners from Stinson Field and the City of San Antonio were also VERY happy with "your act" and how things turned out.

But the kids and their parents weren't the only ones glowing. William Richardson who flew the crowd favorite Long EZ said "I don't remember the last time I had so much fun in aviation. Maybe the Paris Airshow at the age of 10. I've never done a Young Eagles event before but couldn't imagine it run any better. Phil, the ground volunteers, the marshals, the educators and the Stinson staff were all top notch. I absolutely can not wait for the next opportunity to share our passion in aviation with the young public".

Phil Vaneau adds "Thanks to all of you for your flexibility with the WX, date change, large number of kids & parents, and the heat. A special thanks to those volunteers that came from other chapters to help us out!! It was very much appreciated"

And I'll add: "Thanks for letting me be part of this. To share with others...this, I think, is why I learned to fly!"



STINSON CENTENNIAL CELEBRATION/YOUNG EAGLES RALLY (PHOTOS BY DAVID BAKER AND PEGGY FISHER)



STINSON CENTENNIAL CELEBRATION/YOUNG EAGLES RALLY (PHOTOS BY DAVID BAKER AND PEGGY FISHER)



STINSON CENTENNIAL CELEBRATION/YOUNG EAGLES RALLY (PHOTOS BY DAVID BAKER AND PEGGY FISHER)



STINSON CENTENNIAL CELEBRATION/YOUNG EAGLES RALLY (PHOTOS BY DAVID BAKER AND PEGGY FISHER)



FEATURE: RESCUE IN THE ROCKIES

Scott McCartt

Startled by the ringing of the phone, I jerked awake. Reaching for the handset, I glanced at the clock, noting that it was 3:30 in the morning. Since I was the unit operations officer, this was not an uncommon event but this evening I also happened to be one of the two pilots on the alert crew. Thus, whatever was coming would probably dictate my life for the next 12 hours. On the other end of the line was the watch officer from the Air Force Search and Rescue Coordination Center in Illinois. As he started talking I grabbed the note pad on the nightstand and began writing. There was a missing airplane... Cessna 150...single occupant...man in his 50's...

heading from Nebraska back to Utah yesterday afternoon...sporadic ELT signals in north central Colorado...overdue and radar had tracked him into the northern Rocky Mountains. Could we launch a helicopter to assist the local authorities? I told him we'd be on scene at first light and hung up the phone after getting the rest of the details.

It was the middle of March, 1994, and the weather was doing its usual indecision dance between winter and spring. The nights were still cold and the fronts were still moving through every few days, creating wind and cloud problems in the mountains. Flight service and the local Air Force weather detachment confirmed that weather in the target area was acceptable for the moment but noted a limited window of opportunity due to a rapidly approaching cold front. If we didn't find him in the next 12 hours, he'd probably have to sit through a spring snowstorm in the mountains. Thinking through the problem, I decided to wait to bring in the rest of the crew because we didn't have night vision goggles, were flying into 13,000 foot mountains, and couldn't do a visual search without sufficient light. After having the command post alert the rest of the ops and maintenance crew about 0500, I threw on my flight gear and grabbed some food on the way out the door.

Twenty minutes later, we were all assembled around the 37th Rescue Flight operations desk discussing options, making equipment lists, and assigning duties. As the unit ops officer, I would sit in the copilot position of the UH-1N Twin Huey and act as mission coordinator. "JB", the other pilot, would be the aircraft commander. The flight surgeon, "Doogie", and Bill, our medical technician, rounded out the flight crew. We'd all been flying together for several years, knew each other well, and were able to work effectively as a team right off the bat. Our two maintenance contractors ensured the alert aircraft was ready to go while Doogie and Bill gathered litters



and medical equipment deemed necessary for what we might encounter. JB and I looked at sectionals and topographic maps of the search area to determine the best ways in and around the jagged peaks that are on the west side of the Walden valley in northern

Colorado. We discussed wind effects and weather minimums based on the terrain and our aircraft performance capabilities. Finally, around 0600, we launched from F.E. Warren AFB, Wyoming, into an inky black sky, headed west into dark rising terrain.

It was roughly an hour's flight from Cheyenne to the search base and we arrived overhead as the eastern sky was a brilliant shade of salmon. Red sky at morning.... Want-

ing to get started as quickly as possible, we coordinated search grids via radio with the search director and spent the next two hours traversing steep terrain in our assigned area. The ELT signals were still sporadic and couldn't be isolated due to signal reflections from the mountains. Airliners were reporting the signal from the flight levels but down low it was silent. We were looking for a needle in a haystack with false clues and a maze of box canyons that branched at every turn. The lowest terrain elevation was around 7000 feet and the peak elevations on the north south oriented range ran well into the low teens. Snow blanketed nearly everything that wasn't vertical and we were looking for a white airplane. Flying was tedious and uncomfortable as the winds buffeted the aircraft and the cold air slowly overpowered the bleed air heater. Low on fuel, we finally turned south and headed down the ridge towards Steamboat Springs.

Disappointed that we hadn't found even a single clue, we headed south along the east side of the range, discussing our next plan. Passing the outlet of yet another canyon leading into the Mount Zirkel wilderness area, I heard a faint but familiar chirp in the headset. I quickly looked at JB and said, "Did you hear that?!" He had heard something but wasn't sure what it was. Despite being low on fuel, we decided to give it a quick look, turned back and headed up into the canyon. As we turned into the ravine with its towering dark granite walls, we heard a couple of beeps. Everyone heard it this time and the mood went from dejection to excited anticipation in a nanosecond. It was unmistakably an ELT.

We ascended into the canyon, passing 9000 feet, then 10,000 feet, as the dark walls rose in front of us. Higher clouds from the approaching front had now turned the formerly blue sky to white and the winds were picking up. With the increased altitude, aircraft

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RESCUE IN THE ROCKIES—(CONTINUED)

(Continued from page 10)

performance started to become an issue as we were getting closer to power limits. The canyon made a ninety-degree left turn, revealing a frozen lake with evergreen trees on the downslope side. Above it, the trees disappeared into jagged rock and snow. A rocky cliff on our right rose well above our altitude and the aircraft yawed and rolled as the winds swirled through the canyon. Easing up through the rocky terrain, we continued on at about 80 knots, keeping to one side, allowing a quick course reversal, if necessary. After another couple of miles, the canyon made a ninety-degree turn to the right and opened into a half-mile wide bowl at about 12,000 feet. As soon as the aircraft cleared the cliff, our ears were bombarded with a strong and continuous ELT pulse. The missing aircraft was in there somewhere. The intercom chatter started immediately and if we could have given each other high-fives at the moment, we would have. However, due to the low fuel state, the atmosphere was getting tense. We only had a few minutes to precisely locate the plane.

Knowing he was in the canyon narrowed our search area significantly but we couldn't affect a rescue without an exact location. Airborne snow, kicked up by the winds mixed with fresh falling flakes. Visibility was reduced to less than a mile and made visual discrimination of objects difficult. At least the haystack was a lot smaller. We decided to do a quick perimeter search of the bowl to see if any movement or color caught our attention. Easing around the northern side of the steep snow covered slope, JB and I monitored the aircraft performance while the medical crew scanned for any clues to the target. Excitedly, JB keyed the intercom and more or less shouted, "There he is!" He'd seen some movement in the opaque field of white that filled the windshield. Slowly coming into focus in the white murk, was the exposed top half of a small airplane that appeared to have simply been pushed into the snow pack about 200 feet short of the ridgeline. It was perfectly intact and standing on the top of the cabin, waving frantically, was a human being. Out of fuel, we didn't have any real options. Even if we'd had a hoist, the chance of an avalanche was too great and our power margins were not sufficient to hold a hover in the gusting winds. We were going to have to punt.

Technology was going to save a life on this day. A brand new and incredibly precise new navigation tool had just become available on the civil market: Global Positioning Satellite receivers. Coincidentally, the 37th was conducting operational tests of the first aviation GPS unit produced by Garmin and we happened to have one aboard. Reading the precise coordinates from the unit, we quickly called the search base and relayed his exact position. They, in turn, relayed the coordinates to a snowmobile team that began working towards the survivor's location. Had we been forced to use the im-

precise charts on board, it could have extended the search time by hours. Those hours weren't available. The weather was worsening by the minute. Not wanting the survivor to think we'd missed him, we flashed our searchlight and flew by at a safe distance with Bill waving through the open cargo door. Communication on 121.5 did not work. Fuel was critical and staying was not an option. We had to leave.

Although less than 10 minutes, the hop to Steamboat Springs airport seemed to take forever. Talking with the search coordinator, we decided to refuel, download unnecessary equipment at the airport, and return to extract the victim once he could be brought to a more suitable location. Meanwhile, the snowmobile team was working their way northward across the ridge into the bowl. Everyone had been looking in the wrong places. An ELT and GPS unit had made rescue a possibility but the running weather clock was counting down quickly.

Launching again, we headed back to the bowl but had to go around the higher terrain due to our increased post-refueling gross weight. An hour and a half had passed since we located the pilot and it was now late morning. The ground team was running into technical problems traversing the slope to the survivor but still making progress. We located a suitable cleared area about 2 miles from the bowl at an altitude of around 10,000 feet and landed, keeping the aircraft running to burn down fuel and keep medical equipment warm. In the back of our minds was the idea that if we shut down, we might not get started again, either. Never tempt fate. After another hour of idling, we received word that the rescue team was enroute with the rescued pilot. Doogie and Bill were preparing to treat anything from serious injury to a scratch, although initial reports indicated no significant medical issues. JB and I just wanted the weather to hold for a little while longer.

Finally, the team arrived and the survivor was medically assessed and moved to our aircraft. He was suffering from a little dehydration and exposure from the below freezing temps but had fared well because he'd prepared. Fortunately, he'd carried a sleeping bag, food, and some water with him in the airplane. The outcome would have probably been very different without those items. Loaded and ready, we departed the elevated clearing in a cloud of blowing snow and headed back to Steamboat Springs. Returning to F.E. Warren AFB, we were exhausted from the early start, weather induced stress, and long day. However, we were elated that we'd been able to use our training and experience to save a life in the face of daunting odds. You can't truly describe such emotions. That evening, the mountains received two to three feet of snow and the temps dropped into the teens, making the area impassable for several days.



THE BUILDER'S CORNER

LUMPY FABRIC AND LOW CYLINDER PRESSURE

Mark Julicher

Not too long ago Vic White and I were asked to look at a Citabria. The owner said he needed a few squawks corrected to complete an annual inspection. Really? Why didn't the A&P doing the inspection clean up the little

problems? There are many possible answers to this question, but I get suspicious when called in to clean up someone else's mess. In this instance we found several problems, but the rudder was begging for help.

At the bottom of the rudderpost was a metal gusset that had been pop-riveted to the rudder tubes.

The gusset was on top of the fabric. What? This was just begging for further investigation. Upon close inspection we found places where the fabric was bulging at weld

joints. That is a clear sign of rust under the fabric. So we removed the rudder.

As we worked with the rudder it made crackle noises sort of like the sound of pouring a bowl of Kellogg's Frosted Flakes, but in this case not so Grrreat! We had ourselves a bowl of rusted flakes.

Guess what? The gusset had been holding the rudder together where the tubing was rusted in two. In fact, there were several more rusted places in the rudder. Furthermore, there was no drain grommet in the rudder skin; so naturally, water was trapped and causing corrosion. Somewhere a scumbag mechanic knows he risked



Photo 1: Fabric removal is underway. You can see where the stainless steel gusset had been riveted on



Photo 2: Rudderpost is the vertical tube on the right. The tail wheel steering arm is at lower right. The bottom rudder rib is literally rusted off.



Photo 3: The bottom rudder rib (horizontal piece) is rusted away from support structure. The fabric was bulging over the rust blister.

someone's life. Come ON folks! This is an aerobatic airplane that was one snap roll away from disaster.

It was not a difficult task to weld in some new tubing using AC 43.13 for guidance. New rudder fabric and the plane was good to go. The take away here is that your airplane is talking to you if you know how to listen. Bulged fabric and a suspicious gusset were calling for help.

Cylinder Pressure

Speaking of airplanes talking to you, what is your engine saying when a cylinder has low pressure? It depends, but since you are pouring a lot of air into your engine during a compression check it has to be coming out some-

where. Once again we have simple gozintas and gozoutas. Once you find the air leak you are well down the troubleshooting path.

About a month ago Doc Hecker was finishing up an annual inspection on his Stearman, (exercising the privileges of his shiny new IA card), when the #2 jug started talking loudly. Twenty over eighty – and mind you Doc was not taking a blood pressure. Time to listen for the leak. In this case there was air pouring from the exhaust. A bit of head scratching and valve staking did not solve the prob-

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BUILDERS CORNER (CONTINUED)

(Continued from page 12)



Photo 4: Bore scope look at an exhaust valve (at bottom of frame) resting on the valve seat (at top of frame). The bright white coloration is caused by localized hot gas erosion. Exhaust is escaping past this edge of the exhaust valve. The edge of the valve is rounded and no longer has the squared edge of a good valve.

lem; however, a bore scope through the sparkplug hole was most enlightening.

The cylinder was removed and ultimately the valve was found bent. When this occurs, hotter than normal exhaust travels above the valve and wreaks havoc. Consider that the valve seat and valve

face are specially treated to withstand heat. Consider that the temperature of the exhaust gas normally drops hundreds of degrees before the valve is allowed to open

for the exhaust stroke. Engine thermodynamics is highly studied and well known entity. Engine manufacturers design for it. When hot gas moves where it shouldn't, it works like a convection oven – things get hot fast and in all the wrong places.

This was not a fun repair, but not a disaster either and the Stearman is back in the air. If this situation continued unabated, the valve would seize or break off. This would lead to an off field landing and many kilobucks to repair. The compression check is required at each annual and this was a good example why.



Photo 5: Here the exhaust valve is unseated. The valve stem is at the top of photo. Exhaust gas has burned a white streak up one side of the stem showing that the corresponding edge of the valve is not fully seating.



MOM (CONTINUED)

(Continued from page 1)

the family inventor, making machines and tools to help with the daily chores and who could wield the tools to fix whatever broke in the home. She taught her kids to do the same, to create and invent. She taught them to sew, to find ways to make or use machines, and taught them to use their hands.

Her kids went on, with her encouragement, to be curious, to observe, sketch, and demand to know why things work. One child later said "We were lucky enough to grow up in an environment where there was always much encouragement to children to pursue intellectual interests; to investigate whatever aroused curiosity. In a different kind of environment, our curiosity might have been nipped long before it could have borne fruit."

The mother passed away before her children realized their dreams. However, those children of curiosity went on to work together to fashion wings out thin wood strips, to use their mothers' skills to sew fabric covering, and to use their intense powers of observation of wings to eventually fashion

their own wings ... and make them fly.

Susan Wright wasn't an inventor or an aviator, and she never saw a flying machine. But in her crucible were blended curiosity, inventiveness, and encouragement. Despite repeated costly failures, facing ridicule and with little real hope of succeeding, her children plowed forward with her grit and determination. One hundred twelve years ago, Orville and Wilbur took to the air, albeit briefly. And the rest, as they say, is history.

So, who started you on your journey? Who taught you determination and gave you that push when you were sure you had failed. If that was your mom, say thanks.

Happy Mother's Day – to all those moms who pushed their kids to believe in themselves, to take on challenges...and to fly!



APRIL MYSTERY CLOUD REVEALED

By Doug Apsey with some help from Ira Wagner

Congratulations to Ira Wagner for being the only one willing to take a crack at solving the “mystery cloud.” Ira made my job a little easier this month because he pretty much nailed the name of the cloud and how it is formed so I hope he does not mind that I included him as a co-author on the article.

This is an example of a Fallstreak Hole or as Ira pointed out, probably better described as a Fallstreak “Canal” in this case. It also goes by several other names including hole punch cloud or canal cloud. These typically appear in cirrocumulus or altocumulus cloud layers so are at altitudes anywhere from 6,500 to 20,000 feet if altocumulus and 16,000 to 39,000 feet if the cirrocumulus form.¹ I would put the ones spotted over San Antonio on Friday, March 13, in the altocumulus category.

The holes or canals are formed when the water temperature in the clouds is below freezing but the water has not yet frozen yet (super-cooled water). When ice crystals do form it sets off a domino effect causing the water droplets around the crystals to become heavier which causes sinking air resulting in a large, often circular, hole in the cloud. It is believed that the introduction of large numbers of tiny ice crystals into the cloud layer sets off this domino effect of evaporation which creates the hole. The ice crystals can be formed by the turbulence from a passing aircraft.² This cools the air very quickly and produces a ribbon of ice crystals trailing in the aircraft’s wake. These ice crystals find themselves surrounded by droplets, grow quickly causing the droplets to evaporate and creating a hole with brush-like streaks of ice crystals below it.¹

As Ira mentioned in his response, “in this picture it would appear that the initiator was an airplane, which would explain the linear shape instead of it being round” and I would certainly agree with that. I wish I would have seen the airplane



Picture by Michael Holt³



Picture by Vicki Harrison²



Fallstreak Hole over San Antonio, 13 March 2015 (4)

that probably formed this rare cloud formation but when I spotted it, there was no airplane in sight. Chuck Fisher mentioned to me that he did watch a C-5 form one of these while out at San Geronimo one evening.

OK, enough about clouds. The feedback from a couple of chapter members tells me you prefer mystery airplanes so we’ll get back on track and have a mystery airplane for May.

1. Wikipedia

2. <http://cloudappreciationsociety.org/fallstreak-holes-%E2%80%93-a-new-understanding/>

3. <http://www.nasa.gov/topics/earth/features/hole-punch.html>

4. <http://strangesounds.org/2015/03/thats-a-freeky-fallstreak-hole-floating-over-san-antonio-texas-end-of-times-on-friday-the-13th.html>



NAME THE PLANE

OK fellow EAA’ers, as promised, no more mystery cloud formations. We’re back to flying machines but let’s change things up a little and try a helicopter as our mystery “aircraft” for the month of May.



Who will be the first to tell me:

What company built it?

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

What did the manufacturer call it? i.e. Skylane, Cherokee, etc.

Within 5 years, what year did it first fly?

What was the intended purpose of this aircraft?

Did it ever go into production?



Country Store

Brian Goode

SHIRT NEWS

Our shirt inventory has gone down to one medium - light blue long sleeve men's and one XL Lady's yellow short sleeve. At the same time we have taken orders for sizes not in inventory.



The good news is that we have placed an order for 12 additional shirts. Some of the new ones are already spoken for. They will be available at or before the next meeting in May.

If you forgot to place an order for a new shirt and want to reserve one, give us a shout – Brian Goode 727-709-1159 - or lady-bgoode@msn.com.

Here's what we have on order: Short Sleeves – Yellow –Men's Medium, Large and XL, Ladies' short sleeve – L; Khaki – Men's Large and XL; Royal Blue – Men's Medium, Large and XL

All of these shirts are now reasonably priced at \$47.00.

POCKET CO – CARBON MONOXIDE DETECTORS

Our initial order of 10 “POCKET CO – CARBON MONOXIDE DETECTORS” has been delivered and paid for. We have placed an

order for 10 additional units, 9 of which are already spoken for. So if you would like the last one, please call or write soon. They will be here for the next chapter meeting on May 9th.



These units are being sold to our Chapter 35 members at cost + sales tax + shipping, which equals to \$109.00. We accept cash or checks. These usually sell for \$147.00.

LOG BOOK TOTE BAGS

We still have some log book bags available. They are good for storing your aircraft log books, your laptop computer, iPad or personal “stuff” when traveling.

These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17” wide X 13” high x 4.5” deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00. The pilot shops sell these for \$60.00+.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

Pocket Carbon Monoxide Detector	Order Only	\$109.00
“Fishing Shirts” (Inventory)	1 Men’s Long sleeve	\$43.00
	1 Lady’s Short Sleeve	\$43.00
“Fishing Shirts” New Orders	New Orders	\$47.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Young Eagles Tee Shirts	Youth Sizes	\$5.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$4.00 \$3.00
Chapter 35 Sew-On Logo Patches	Price reduced	\$2.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
“Wash Wax All” Cleaner or Degreaser	Pint -16 OZ	\$16.00
	Quart -32 Oz	\$65.00
Mop Head with Pads	Washable	\$11.00
Scrubbing Pad with Handle	Reusable	\$43.00

All prices include 8.25% sales tax

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

2014-15 EAA Chapter 35 Leadership



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The
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CHAPTER CALENDAR

MAY	9	SPRING CLEANING! Yard/Chapter Building Work Party	10:00 am – 12:00 pm Lunch Served at Noon
	23	<i>Fly-out Event – Mooney Factory Tour</i> Cancelled 	8T8 Wheels up: 11:00 am Arrive KERV ~ 11:30 am
JUNE	13	 ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	11	 FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	8:00-10:00 am 10:30 am
AUGUST	8	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Presenter: TBA BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8) 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>
- International Council of Air Shows
<https://www.airshows.aero/Page/ASCalendar>

		May 09	Pancake Breakfast Fly-In (Young Eagle Rally) New Braunfels
		May 15-16	5th Armed Forces Weekend Fly-In Curtis Field (KBBD) Brady, TX.
May 1st - 3rd	Central Texas Airshow Temple, TX	June 6th - 7th	The Heart of Texas Airshow TSTC Waco, TX
May 01, 2015	3rd Ann Lone Star Maule Roundup Llano, Texas (KAQO)	August 29th - 30th	Commemorative Air Force AIRSHO Midland, TX USAF Thunderbirds 
May 2nd - 3rd	Dyess Big Country Airfest Abilene, TX USAF Thunderbirds  US Army Golden Knights	May 30	Bluebonnet Fly-In 10:00 - 2:00 San Marcos, Texas
May 09	Smithville Fly In(10:00 -- 2:00) Smithville, Texas: Smithville (84R)	September 12th - 13th	Fort Worth Alliance Air Show Fort Worth, TX USN Blue Angels Breitling Jet Team SHOCKWAVE & Flash Fire Jet Trucks 

For Sale: RV-7 Quick Build Project—Includes QB wings, QB fuselage, empennage, and finish kit. Empennage finished except for tips. QB wings and QB fuselage nearly complete. Tip-up canopy finished except for fiberglass work. Numerous accessories already installed. Airplane is ready for engine and avionics. Reason for selling: Buying an RV-8. Included Equipment List: Empennage kit, QB wings, QB fuselage, Finish kit, and a long list of extras, \$37,500. OBO, Contact Jim Gibson: jwgibson10@hotmail.com, (210) 262-3741 (*expires JUN 2015*)



Cozy MK4 for sale. After 14 years of enjoyable flying and 7 years of building before that, I am pleased to offer my Cozy for sale. It has over 700 hours since the maiden test flight supervised by Skip Barchfield at Hondo field. Many EAA Chapter 35 members gave advice, and inspections during the construction that I will always be thankful of. The Cozy is powered by Lycoming 360, 180 HP normally aspirated engine rebuilt in 2000, normal cruise is 175 MPH. I use a mounted I-Pad for navigation, and a wing leveler for long trips. The paint is still exceptional. Great flying, great looking. Call Jon Farr at 210-602-3351 (*expires JUL 2015*)



For Sale or Trade '64 Cessna 150D and the '57 PA22-150 Tripacer. (together would probably be worth in the neighborhood of \$50k to \$60k) and I need to acquire something in the 180 hp, 120 kts plus speed range and it must be certified, preferably high-wing nose dragger. Please let me know if you know of anybody that might be interested in buying, selling or trading. Bill Kendrick bill_kendrick@yahoo.com, 210-363-5693 (*expires AUG 2015*)

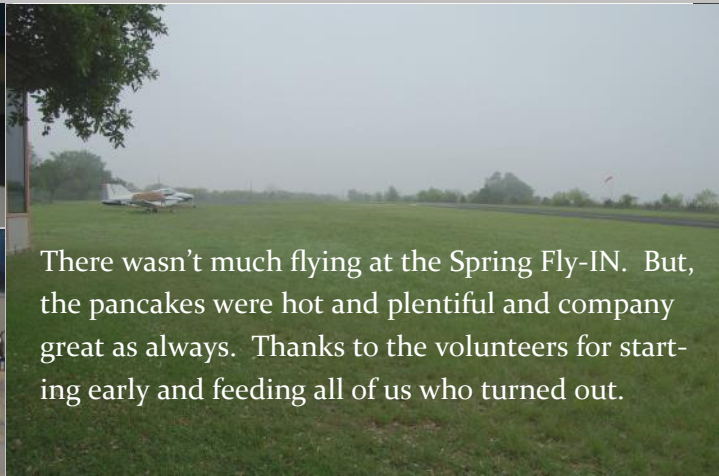


Home on 8T8 for Sale: Gerard and Beckley Amzallag are selling their house on San Geronimo. See <http://www.trade-airplane.com/detail/Residential/Texas/2068602.html>

To post a classified—contact the editor at 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

Spring Fly-IN



There wasn't much flying at the Spring Fly-IN. But, the pancakes were hot and plentiful and company great as always. Thanks to the volunteers for starting early and feeding all of us who turned out.





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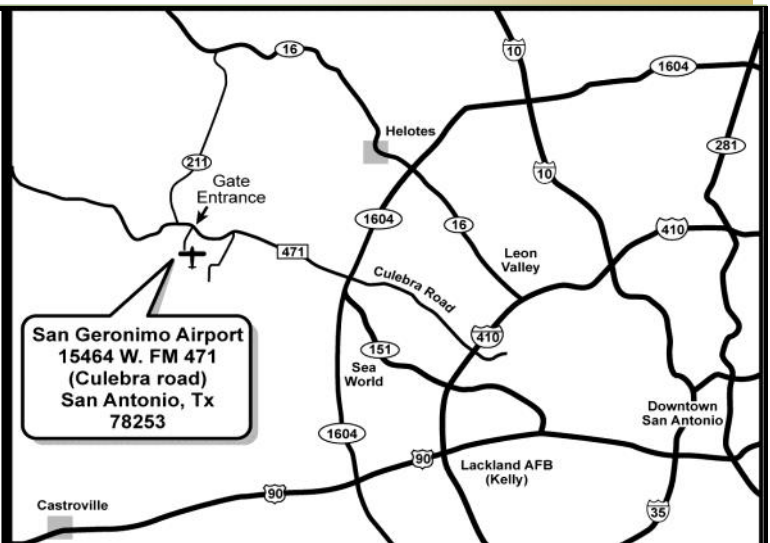
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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

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

*Chapter 35 meets
Each Second Saturday of the Month*

**Spring Clean-Up
9 May 2015
1000-1200
Lunch served at noon
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](#)

Detta alla medlemmar i EAA Kapitel 35 i San Antonio, Vädret har inte behandlas mycket väl EAA 35 Under de första månaderna av 2015. Det började med kallt och eländigt väder för januari tredje årliga San Geronimo Öppet Hus och Hangar Walk-around, som måste Flyttade till mars. På Fly-In Pancake Frukost och april molnet taket var på ungefär samma nivå som toppen av nyinstallerade elektriska elstolpar och utvidgningen av vår bana. Endast cirka 25 personer kom med bilar och ingen fly-in flygplan Skulle kunna siktede och dimmig synlighet. Det fanns dock ingen brist på pannkakor och andra livsmedel. Och slutligen, den mycket efterlängtda Young Eagle Rally på Stinson flygplats, och i samband med 100 års firandet av den näst äldsta kontinuerligt drivs allmänflyget flygplatsen och USA, fick flyttas på grund av prognostiserade regn och Åska det nästa dag. Det innebar att alla föräldrar och barnen, WHO skulle flyga hade att kontaktas och flyttas till nästa dag. Phil Vaneau, organisatör av vår YE Rally var mycket upptagen med alla ändringar i schemat och relaterade aktiviteter. Men han och alla övriga parter från EAA Kapitel 35 och San Antonio liksom några andra deltagare från andra EAA kapitel verkade vara flexibel, och, som jag förstår det, Flyttade på med dessa förändringar och en positiv anda.

Vid EAA35 styrelsens möte den 11 april 2015 beslutades att generalsekre protokoll från de månatliga möten kommer att distribueras via e-post via Ron O'Dea, vårt medlemskap ordförande, till alla medlemmar i EAA Kapitel 35 före nästa möte. Avsikten är att läsa utkastet till protokoll om en deltagare begär att de ska läsa. Kommer detta eliminera tid för att läsa protokollet vid månadsmöte och minuterna kan accepteras med nödvändiga förändringar av den behandlande medlemmarna snabbare.

Vid BOD mötet en ny kandidat (av tre vänligt Förslag av Joe Cabe) valdes med hjälp av ytterligare information från Joe Cabe vid mötet, för att få möjlighet att delta och EAA Air Academy Aktiviteter på Oshkosh i sommar. Maarten Versteeg har kontaktat vinnaren, Samuel Murley, WHO har accepterat att gå till Oshkosh.

BOD Även John Latour valt att vara medlem i ansvariga för rekrytering och 3-4 övriga ledamöter till nomineringskommittén för de fyra EAA 35 Officers för 2016-2017. Han har redan hittat de övriga ledamöterna i utskottet.

San Geronimo Airpark blev känd genom en lokal TV News Channel och i mitten av april. Många av oss har märkt de sex 40 fot. elektriska elstolpar installerad och mycket nära närhet inflygningsvägen till vår bana 35. En av polerna var bara 100 meter från slutet av banan. I nyhetsprogrammet angavs att lokala piloter säger att det är bara en tidsfråga innan någon kommer att dödas, om polerna

inte flyttas. Klagomål gjordes från chefen för San Geronimo Airpark, vår medlem Lew Mason till CPS energi och hem byggnad företaget. De ledde inte Någon och borttagning av polerna Under mer än en månad. Även FAA inspekterade polerna och fann att de var farliga för de Flyg till och från flygplatsen. Men det wasnt tills TV kanalen sände med nyhets Intervjuer av Lew, hände något. Tidigt nästa dag efter TV News sändes, var alla sex poler BORT. Lew Mason, nu en hjälte, fick flera erbjudanden från TV-bolag och från Hollywood för jobb som en TV och filmstjärna. Nu har CPS Energy att hitta ett annat sätt att få el till alla nya bostäder planeras.

Nästa Aktiviteter (inte en vanlig månadsmöte lördag) Kommer börja på lördag 9 maj kl 10:00 med en Spring Cleaning och Yard / kapitel Building Work Party och vår klubbhuset och kommer att fortsätta att 12:00. Vänligen, ta med lämpliga kläder och en positiv attityd till Viktig renovering, städning och förbättrings jobb som väntar. Som belöning Lunch serveras kl.

Alla är mycket välkomna och uppmuntras att delta i detta viktiga EAA kapitel 35 event.
Ulf Balldin