

March 2014

Volume 56 Issue 3

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Next Event
8 MAR 2014

Spirit of Hondo

Meet at 11:30

EAA clubhouse

Car/Plane pool to KHDO

BBQ at 12:30

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Ed Seurer: Publisher
Chuck Fisher: Editor
ea35news@gmail.com

Light Sport Aircraft and other Identified Flying Objects

By Ulf Balldin

In mid January 2014 I had the opportunity to fly with Barry Pruitt, owner of Bristell USA, in his demo Bristell Light Sport Aircraft from San Antonio to the US Sport Aviation Expo in Sebring, FL. Barry is a former US Army helicopter pilot, who also has lot of flight hours in LSAs as well as bigger aircraft. He is the US agent for the Bristell LSA, manufactured in the Czech Republic and he has a demo aircraft at Boerne Stage Airfield. The aircraft is also available for rent at Boerne Stage Aero after a minimum of 5 hours flight instruction (insurance requirement) with Barry. It is an aluminum low-wing aircraft with a 100 hp Rotax 912 engine, a wide cockpit, big canopy, up to 8 hours endurance and baggage space in the wings. The 2014 model will include Tru Trak EFIS with Flight Director and Altitude Autopilot, Garmin 796 GPS, and leather seats and an optional iPad integration kit. It seems like the LSAs are getting more and more sophisticated and advanced with navigation equipment like an airliner.



I just had some instruction by Barry for endorsement in the Bristell when he asked me if I was interested to fly with him as flight instructor to the Sport Aviation Expo in Sebring, FL. I gladly accepted. I have not flown cross country for a long time and I needed some refresher flight training. We started at Boerne Stage and flew nearly 2 hours to Lone Star Executive Airport north of Houston for refueling and lunch with help of a courtesy car. Less than 2 hours flight later we made another fuel stop at Saint Landry Parish Airport in

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Spirit of Hondo
Jake White and Team will tell us about restoring the classic Spirit of Hondo C-47
Heavy's BBQ will cater the meal
~\$10 per person
Please RSVP by replying to e-mail from Ron O'Dea
See Bulletin Board on page 4

PRESIDENTS COCKPIT



[For Swedish Click Here](#)

To all 2014 dues-paying members of EAA35, to those who will pay and all others (that's a reminder to pay dues).

The winter in San Antonio was brutal this year. We got down to freezing level a couple of days and we had freezing rain and even some accumulation of snowflakes for some hours. The highways and some schools closed and the accidents on the roads skyrocketed for a few hours. But in San Antonio the flying continued as usual with several commercial flight delays, but with little interruption of the EAA35 flying activity, because no-one wants to fly in snow and freezing rain anyhow. The runaways at San Geronimo Airpark (both 17 and 35) did not close; they were open to all flyers, who dared to fly in such bad weather. But no-one dared. And, the future appears to be good as well. FAA plans to hire 10,000 new air traffic controllers for the next decade, so I assume there will be some left-over for us and we will have a couple of them at San Geronimo Airpark. The first months they will probably only use light signals for economic reasons. But after that, start to re-practice your air traffic communications skills, you may need them. *(editors note: this is humor—there are no controllers headed to 8T8....that we know of)*

The last monthly meeting's presentation by Terry and Cathleen Hart was very interesting with a presentation entitled "Being there – Russian Soyuz Launch". They both *were* there, invited by their daughter's father in law, the NASA Astronaut Rick Mastracchio. Rick, you will recall, made a presentation last year at a monthly EAA35 meeting, after which he was shot out to space by the Russian Soyuz Spacecraft. He is now out at the International Space Station for 6 months and is doing well. The Harts followed the preparations and launch of Rick Mastracchio in Russia and the social activities of all the Russians and participants from other countries involved in the preparations for the space take off. They gave a very colorful presentation of all the cultural, social and other differences between USA and Russia during these preparations for space launch.

At the recent EAA 35 Board of Directors meeting it was decided that the EAA35 was going to re-instate the position of a Safety Officer. Ron O'Dea was selected as the new Safety Officer, and he is very well qualified for that position. He will deliver a short and sweet briefing at the monthly meetings to give you valuable safety information, and you will get it even if you don't think you need it or not.

During the last month we also got a nice letter from the Office of the Secretary of State (Texas), who declared "It has been our pleasure to file the Nonprofit Period Report for the referenced entity (which I assume is EAA35)", which was very nice to hear from them. Furthermore, "The undersigned, as Secretary of State of Texas, hereby certifies that the Nonprofit Periodic Report for the

above named entity has been received in this office and has been found to conform to the applicable provisions of law" (whatever that means, it was very encouraging to hear from her). And the conclusion was formidable: "ACCORDINGLY, the undersigned, as Secretary of State, and by virtue of the authority vested in the secretary by law, hereby issues this certificate evidence filing effective on the date shown below." ... and included was also a big impressive "THE STATE OF TEXAS" stamp.

Now EAA35 is legal for another 4 years as a Nonprofit Organization and as a President I feel very comfortable with that. It was well worth the cost of \$5.00 for another 4 years. However, when I studied English back in Sweden we never had to learn that type of language. Maybe, it was due to that we studied the Queen's English and not the American English, which, what I understand, has a lot of Legalese included, so that ordinary people will not understand it.

At the last monthly meeting we also got the nice opportunity to welcome back our active member Maarten Versteeg, who was there in good spirit. He seems to be doing well after his flight accident and the rehabilitation is apparently working as planned.

Finally, I will remind everyone, that we would welcome new candidates to be nominated for the Air Academy Award.

Looking forward to seeing y'all at the next EAA35 March meeting in Hondo,

Ulf Balldin

NEW MEMBERS

Ron ODea

Chapter 35 continues to grow! Please welcome

Bob and Gladys Hieronymus f

Bob and Gladys hail from Bulverde, TX. Bob is 90% done building his Mini-Imp. You may contact Bob at hierony@gvvc.com

Matt and Anita Mathison

Matt and Anita hail from Helotes, TX. Matt is an A&P and has built a Kitfox and Rans S17 Stinger. You may contact Matt at anitamathison@sbcglobal.net

A REMINDER: NEW YEARS RESOLUTION: Each Member resolve to recruit one new Member. EAA will provide a complimentary new member package for them and perhaps you'll launch a new aviation passion!

FEBRUARY 2014 MEETING AND PRESENTATION

PHOTOS BY DOUG APSEY



CHAPTER BULLETIN BOARD

Texas
STOL ROUNDUP
 APR 11 12 13 LLANO AIRPORT KAMM

CAMP ALONGSIDE THE RUNWAY, HOTELS IN TOWN, OR FLY IN DAILY.
 SHORT TAKE OFF AND LANDING COMPETITION. LIGHT TOURING CLASS,
 HEAVY TOURING CLASS, ALTERNATE EXPERIMENTAL BUSH CLASS,
 AND BUSH CLASS. FLOUR BOMBING CONTEST.

MORE INFO: 325-247-5635

MARCH 8, 2014 Meeting Flight Plan

11:30 AM Meet at Chapter Clubhouse

11:45 Depart (car or plane pool) to Hondo

12:30 Meet at KHDO—hangar on south end

Meal: "Heavy's BBQ" will cater the meal.

Cost ~\$10 per person (not bad for a catered meal)

Program: Restoring the "Spirit of Hondo" including walk-through tours of the vintage C-47.

PLEASE RSVP to Ron O'Dea (reply to his e-mail) so we can give the caterer an accurate head-count!

For those driving to meet the group:

Hondo airfield is just west of Hondo on Highway 90.
 Turn right off hwy 90, cross the railroad tracks, and look to the left for the large hangars.

Cars should park just east of the large south-end hangar. Aircraft should park to the north (fuel tank) side of the hangar, but stay clear of the helicopter pad.

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

LSA (CONTINUED)

(Continued from page 1)

Louisiana. Next planned airport was Mobile in Alabama, where Barry's wife and son were supposed to meet us. They drove to Florida to help out at the booth at the Aviation Expo. Before we arrived there, though, we reached a weather front ahead of us and had to turn back and north to McComb Airport in Mississippi. The temperature and dew-point approached each other and became identical at the landing. Later the fog rolled in over the city. With the airport courtesy car we found a Japanese restaurant and a hotel.

Next morning the front was gone eastward ahead of us, and it was sunshine and extremely good visibility, but we delayed take off for the front to be well ahead of us. In excellent weather we made the more than 3 hour flight to Tallahassee, FL and refueled at the *Million Air* facilities. We borrowed their stylish courtesy car, a latest model black Mercedes appropriate for millionaires, for lunch in the city. The last leg over the swamps in Florida was smooth and nice, with excellent visibility. As a former Swede, but now a Texan with very southern drawl, I was, however, very disappointed that I did not see any alligators in the swamps. On the other side, I was happy that the engine did not quit, because I was told that the alligators were down there and waiting for us. As we came close to Sebring our old front was there again, but we had a lot of room under the clouds for us to land at Sebring Regional Airport after a little bit more than 2.5 hours flying. The total flight from San Antonio to Sebring was 11 hours including the extra weather-related diversion. The calculated flight time without diversion was 10 hours. The airplane was very comfortable and pleasant to fly with a cruising speed of between 105-110 kt and a fuel consumption of about 5 G/hr. at altitudes from 1500 to 5500 ft.

The US Light Sport Aviation Expo at Sebring, FL, January 16-19, 2014.

The Expo started in 2003 and is, according to the Expo Newsletter, the largest sport aviation event in the world. Only Sun'n Fun of Lakeland and AirVenture of Oshkosh, Wisconsin are larger, but both these showcase *all* of general aviation. The sport aircraft exhibitors, also according to the Expo

Newsletter, report more sales from Sebring Expo, which is only sport aircraft, than from the larger shows. The Expo also welcomed homebuilt aircraft builders. The Expo organizers had invited members of the 45 chapters of the Experimental Aircraft Association in the state of Florida to fly their homebuilt to the Expo for display to event attendees.



Interesting was that a private firm managed the Expo's air traffic control operations. After the FAA began charging air shows significant prices for air traffic operations this past year, many air shows throughout the country have chosen to hire private air traffic control services according to the Expo Newsletter. "We operate just like FAA" the President of an experienced ATC firm, AirBossinic, who lead the ATC team at the Expo, said, "and we can do the same work for much less cost, because we don't have the union limitations that FAA must follow". The team - all retired FAA air traffic control-

lers - must continue to maintain a control tower operator certificate with FAA.

Special features during the 4-day Expo included Gyrocopters the first day, Flying Car and Seaplane Parade the second day, Aerobatic LSAs the third day and Formation Flying the last day.

I will just comment with pictures some of the more exotic aircraft and identified flying objects I found on the Expo, such as the flying platform, the new concept flying car, the short crash-landing aircraft, the dual seat gyrocopter on amphibious floats, the egg-shaped gyrocopter, the twin-engine open amphibious floatplane, and a Brazilian LSA Sea Biplane.

The Flying Platform is not a new phenomenon. It is back again, this time from The Flying Platform LLC., who announced that their "kit can provide you with the tools to experience an exciting dimension of flying". It was meant for "hunters, explorers, fishermen, or even gold prospectors, and the reason for travel with this flying platform was unlimited". It looked like a round outdoor hot-tub as a platform with a central support cage for a person to stand in and hold on with his/her hands and lean in different ways to steer the identified flying object (or whatever category FAA will put this de-

(Continued on page 6)

LSA (CONTINUED)

(Continued from page 5)

vice in). It used two counter-rotating propellers in the bottom of the hot-tub for lift. The agent told me that it can fly up to 10,000 ft., but he did not recommend that you did that, because, as he said, "you need to have extra oxygen for breathing at that altitude". I hope he knew more about the risks of operation of this device and how to fly it than he did about aviation physiology (unless he was thinking about flying at night where the decreased night vision may be a minor issue, especially if you smoke at the same time). I asked him what happens, if the platform turns upside down, but he assured me that the inherent stability of the platform and also some gyroscopic function will prevent it from flipping over. However, the brochure stated that "it will give you an exciting journey of exploring new horizons in flight". I hope it would not mean an upside down horizon. He mentioned that it was not equipped with parachute for either the device or for the operator. I am not sure I would like to test this flying platform as of today. They did not demonstrate it flying.

The Flying Car is not a new thing either. This flying car, promoted by Maverick LSA, was built on a new concept. It was a motor-



ized parachute or hang-glider flying car, built for missionaries in the bush, so they could drive on roads as

long as such existed and then convert to flying status and continue flying to their destination in the wild. According to the brochure it was classified as a FAA Certified E-LSA or E-AB and equipped with a 190 hp fuel injected 2.5 liter Subaru engine. It could accelerate from 0 to 60 MPH in 3.9 s (close to a Ferrari ?) on the roads and was announced as Public Road Licensable as a Kit Car in most states. Furthermore, it would fly like a car with integrated controls and a steering wheel with gross weight of 4130 lbs (E-LSA!) and a useful load of up to 450 lbs (it had three seats). The airspeed was 40 MPH (with a 40 MPH headwind the ground speed would not be very impressive and it would probably ruin your day if you are in a hurry) and ground driving speed of 100+ MPH. Range

on ground was 450 miles and in the air 3 hours. The dual drive/flight was accomplished with a transaxle and a rear mounted propeller. It had a robust suspension for "off road-ing" according to the brochure. A special wing deployment system was used, which was actually a hang-glider chute mounted on a mast, which could be raised from the middle of the car/flying object, with support lines from the chute for lifting the whole object with multiple lines (see picture). The mast was collapsible and could be stored on top of the car, when driving on/off roads.

The short crash-landing aircraft, SuperStol from

JustAIRCRAFT, LCC is their latest product, based upon their High-lander aircraft, with all metallic wing with very short landing and take of capability accomplished by self-deploying leading edge slats, huge long span fowler flaps, a new landing gear



with a hydraulic strut with an impressive long distance of travel and added to that big Tundra wheels. It allows a high angle of attack and very low airspeed during landing (32 MPH) with the stick in full back position creating an amazingly high sink rate leading to what looks like a crash landing (I have seen a Video recording of that). With powerful brakes it stops in extremely short distance. Even the tail wheel has a hydraulic shock to lessen the effects of hard off airport landings. It lands and takes off in 150 ft. runway and cruises at 110 MPH. During the air-show at the Expo I witnessed the SuperStol hovering over the airport in quite high winds.



The Dual Seat Gyrocopter (MTOSport) on Amphibious Floats, from AutoGyro USA was a

nice looking open gyrocopter mounted on floats with wheels that could be raised or lowered with handles from the cockpit. The nose wheel could also be operated separately from the cockpit. It should be an excellent flying device when planning to use Medina Lake, for instance. If there is water in the Lake



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LSA (CONTINUED)

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you can use the floats and if dry (as it is now) you may use the wheels (hopefully), at least for landing.



This egg-shaped gyrocopter is a **Calidus** (also produced by AutoGyro USA) also had a nice look with a fully enclosed cabin in a streamlined fuselage with a cov-

ered rotor mast and wheel fairings (the effect of these fairings was probably only to create a better look). I saw this gyrocopter at the Expo flying over the field in the pretty high winds and it hovered for a long time without coming anywhere.

The twin-engine open amphibious floatplane from **Air Cam** (shown on the cover page of the February 2014 EAA Sport Aviation journal) was a tandem seat high-wing airplane with two Rotax ULS 912 100 hp (200 hp total) engines mounted side-by-side in a pusher configuration. It was also an open airplane with a small windscreen for the front pilot. It had two nose wheels (one on each pontoon) and main wheels further back on the pontoons. However, with a gross weight of 1680 lbs. and two engines, it can't qualify as a LSA, even if the maximum weight allowed for LSA floatplanes is increased from 1320 lbs for landplanes to 1430 lbs. for seaplanes. I did not see any amphibious airplanes take off or land at the Sebring Regional Airport, but there is a lake not too far away from the airport, which allows for water landings with seaplanes.



The Brazilian **Super Petrel LSA amphibious light sport bi-plane**, retractable



tri-gear with a stall speed of 35 kt and 5 hours endurance was an interesting innovation. It used a 100 hp 912 ULS Rotax pusher engine mounted between the wing pairs and had a short 262 ft. (not 261 or 263 ft.!) take-off run on land and 394 ft. take-off swim on water. Well, 80 m on land and 100 m on water seem more reasonable. It was built with carbon fiber, Kevlar, fiberglass, PVC foam, epoxy resins, aluminum, stain-

less steel and covered with polyurethane paint. A beautiful airplane with almost 300 sold throughout the world.

Something is missing here. I also found this picture in my phone, where something seems to be missing. Yes, the parachute for flying. It is a powered parachute, but they did not show the parachute. Without that they need a more powerful engine!



I have not shown any pictures of other more conventional aircraft, but I, myself, certainly looked at the STOL CH750 and **CH750 Cruiser from Zenith**, since we are building the similar, but earlier developed and somewhat smaller STOL CH701. In summary, it was a nice flight to and an interesting visit at the 2014 US Sport Aviation Expo in



Sebring, FL.

At the Expo I got **EAA's Sport Pilot Sourcebook**, (<http://www.eaa.org/sportpilot/sourcebook.pdf>) which contains all the Sport Pilot rules and limitations and the rules for Light Sport Aircraft ((LSA) and Special Light-Sport Aircraft (S-LSA). Further-



more, I bought the **EAA Homebuilders Step-by-Step Certification guide and kit**

(about \$17) with information how to register and certificate your Experimental Amateur-Built Aircraft. It included a forms packet and necessary stickers to install inside or outside the aircraft. It also tells you, that if you as an EAA member need help you have access to EAA's Membership Services that will help you complete this process successfully. I have both the Sport Pilot Sourcebook and the Certification guide in our hangar at San Geronimo, if you would like to see them or copy them.



Fun-Fly—The Art of Pumpkin Bombing

By Dennis Scheidt

I belong to the Fault Line Flyers (FLF) Glider Club who own their own airport or maybe I should say gliderport. Summer is the best time of the year for good glider flying in Texas. It is when flights of several hundred miles and climbs to 10,000 feet are almost routine, at least for the better pilots. In late Fall the thermals begin to soften and the season for great flights is over for the year. There will still be some good local flying but the best days are behind us. Around Halloween the weather is more comfortable and it is a good time for some fun flying. Families and friends to come out to the airport, have a picnic, fly with their favorite pilot, and have an enjoyable time. To celebrate the season we do our annual pumpkin bombing and spot landing contest.

The Flying Procedures:

The Fault Line Flyers Glider Club has two Schweizer 2-33s which are two seat tandem trainers with an openable window on the left side of the rear seat. About 50 flights will be made using these two gliders on Pumpkin Bombing Day. That's 150 operations, 50 takeoffs with the tow plane and the glider in tow and 100 landings with the gliders and the tow plane individually. Therefore no other gliders will be allowed to fly this day. The pilot sits in the front seat of the trainer and the bombardier sits in the rear seat. The bombardier must be capable of holding the bomb (a medium sized pumpkin) in his or her lap and out of the way of the controls during the tow and the bombing run.

The target is a large circle painted on the ground at the south end of the airport where there are no buildings or hangars and only the scorer is allowed in the drop area. Don't want to hurt any more people than we have to.

Only one pumpkin may be dropped per flight. Pumpkins may be modified (ribbons and streamers help the ground crew see them coming). If you want to put fins on the outside and a GPS on the inside of your pumpkin, you are welcomed to do so as long as it fits within the other constraints and can be dropped out the window of a 2-33. One pilot filled his pumpkin with baby powder and left a trail when the pumpkin was dropped. Another pilot filled his pumpkin with water to make

it heavier and therefore fall faster.

The glider is towed to approximately 1500 feet above ground level (AGL) and released. The pilot then begins the bombing run such that he is over the target at no less than 1000 feet AGL. The pilot flies the glider directly over the target as best as he can and the bombardier throws the bomb (a pumpkin) out the window at the correct position over the target, considering lead. Since neither the pilot nor the bombardier can see the target directly under the glider, the bombardier must evaluate



the target during the tow and pick some reference point off to the side of the target at which place he/she will release the bomb (pumpkin) on the bombing run. As soon as the bomb (pumpkin) is released, the bombardier calls out "bombs away" so the pilot can begin a turn such that both the pilot and bombardier can watch

the bomb (pumpkin) fall and evaluate the accuracy of the drop. A pumpkin kicks up a lot of dust on the dry ground from a thousand foot drop. The pilot whose pumpkin lands closest to the center of the target gets his name on the trophy and gets bragging rights for the year. The target is about a 70 foot diameter circle painted on the ground.

After the bomb run, the pilot sets up for a spot landing. The target for the spot landing is a dot painted in the center of a 4 by 8 sheet of plywood laid on the ground. No bouncing may take place either before or after the touchdown, and no unnecessarily rough or abrupt landings will be scored. Again there is a scorer nearby to evaluate the accuracy of the touchdown point. Since a two seat glider coming in for a landing is much easier to see than a pumpkin falling from the sky, the safety of casual observers is of less concern. The spot landing is very much easier than the 1000 foot bombing and therefore gets less interest. The first pilot to touch down dead-center on the spot wins the spot landing contest. Barring that, the nearest pilot wins.

Each pilot is allowed to sign up for only one drop. After that drop, he can put his name on the bottom of the list for another drop. There is no limit for number of drops but you can only be listed for one drop at any time.

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Pumpkin Bombing (Continued)

(Continued from page 8)

What actually happened this year:

My daughter Connie had volunteered to be my bombardier for the day. Her husband Don also came along to be the photographer. I was told that when the bombardier is a nice looking lady she becomes the Bombardier. The morning weather was iffy but turned good in the afternoon, although it was somewhat windy.



http://theinspirationroom.com/daily/shortfilm/2011/10/smashing_pumpkins_one.jpg

We were listed for the third tow of the day but the bombardiers for the numbers one and two had not shown up yet so Connie and myself were moved to number one. On the first tow of the day, we were released too far away and couldn't get to the target area with the headwind and with enough altitude remaining to return for landing. We aborted the flight before reaching the target and landed. On the second tow, things were only marginally better but we did our first drop and were not close to the target. After that they moved the release point upwind and things got better.

Then they ask us to go to the drop area and score the drops. The pumpkins first appear as a small dot near the bomber (glider) and start to make wind noise as they accelerate and come down faster and faster. Then there is a big thud when they hit the ground. We had the club ground launch pickup with us and were told that if the pumpkins came toward us we should jump into the truck. We never had to.

Connie and I made a third tow and our second drop. We over-corrected and the pumpkin fell to the other side. Went back to the drop zone for more scoring. On our last drop we were dead on line with the target but a little short.

During the spot landing, it is hard for the pilot to tell exactly where the wheel hits the ground but I am sure we hit the plywood on each landing. They had put some baby powder on the plywood near the spot and on one of Don's videos we definitely kicked up some powder when we landed. You could land short and kick up dust as you rolled over the baby powder so I will yield to the judges on this.

The Winners:

Only about 3 or 4 pumpkins landed inside the 70 foot diameter target. The winner was about half way from the center of the target to the circle. After a couple of bombing runs you begin to have a lot more respect for WWII bomber pilots and crews who most often dropped their bombs from altitudes many times higher than a 1000 feet and with much faster aircraft.

As stated above, the spot landing is very much easier than the drops and therefore gets less interest. An early pilot touched down within 4

inches of the spot but near the end of the day another pilot landed exactly on the spot and won bragging rights for the year.

One Last Special Drop:

After all drops were made and a winner declared (not us), my friend Bill wanted to do a ground directed drop. So Connie and I made one last bombing run. Bill stood in the center of the runway and directed us left and right while a second spotter was at the drop zone and radioed us when to drop the pumpkin. We all thought this would result in an accurate drop. For this drop we were expecting left and right commands but when Bill said "west" it sounded like "left" and I made a correction in the wrong direction. Connie even said "he said turn left" so we both missed the instruction. Cheap aircraft radios are not the clearest communication there is. When we got the order to drop the pumpkin, we missed way off to the left. We will try this again next year.

Connie and I were happy to have made the first and last flights of the day plus three flights in between. Connie had never expressed much interest in flying but later told me that by the last flight of the day she was wanting to be the pilot.

After all the planes were put away, Kelly brought out his potato gun. I had heard of potato guns but had never even seen one before. They are made out of PVC pipe and the explosive used is Aqua-net hair spray. They will propel a chunk of potato quite some distance. I hit a trash can with it at about 50 feet away and sent the trash can rolling with a new dent in the side.

Great sport. Fun day.



NO MORE MEDICALS!.....REALLY?

Chuck Fisher

Don't shred that card just yet.

The aviation world has been abuzz recently with talk of modifying or eliminating the Class 3 medical exam for a subset of General Aviation pilots. AOPA and EAA joined hands and petitioned to have the light sport pilot provisions expanded to heavier aircraft that could include 4 seaters like a C172. They worked this primarily through the FAA, but to date the FAA has not really moved forward on any of their recommendations or requests. But, in a relative surprise, a bill with the promising title of The General Aviation Pilot Protection Act of 2013 was introduced into the house by Reps. Todd Rokita (R-Ind.) and Sam Graves (R-Mo.). For completeness, the bill's co-sponsors are Reps. Bill Flores (R-Texas), Mike Pompeo (R-Kan.), Collin Peterson (D-Minn.), and Richard Hanna (R-NY).

This bill directs the FAA to *"issue or revise medical certification regulations to ensure that an individual may operate as pilot in command of a covered aircraft without regard to any medical certification or proof of health requirement otherwise applicable under Federal law."*

Given that:

The individual possesses a valid State driver's license, is transporting not more than 5 passengers, is VFR only, below 14,000 feet, 250 kts or less, no commercial or for pay ops and is limited to the US only. The rule will apply to aircraft of not more than 6 passengers and certified take-off weight of 6000 lbs or less.

Wow!

Every week or so I talk with someone who is concerned about his or her ability to maintain a current medical certification due to new medications or medical conditions, or even just the costs in time and money of going through special issuance processes. We read

PRO

When is the last time anyone reading this heard of an aircraft at their airport falling out of the sky because of a pilot's medical condition?

Really. Although about 70 percent of aircraft mishaps are due to human factors, those are almost always pilot error or disorientation. People just don't drop dead in the cockpit in general aviation. Most stay pretty close to an airport and most don't fly if they feel bad. They just don't have to, so they don't.

Isn't it amazing, then, that after recovery from an uncomplicated heart attack or a bypass or a stent, even general aviation pilots

in Barnstormers or Trade-a-plane "Must sell - lost medical". So, on the surface this sounds like a "no-brainer" good news story. Keep your plane, fly with family and friends on a driver's license only, no more physicals - ever... Sounds great!

Well, folks, take a deep breath because the check is not in the mail yet. This was a House-only bill with no senate match, and it was introduced just before the break and just before the new representatives came on board. It was introduced and promptly referred to committee where it will spend the next several weeks or months. In that time it will probably be highly modified based on recommendations from the FAA and others, and based on other bills there is a pretty good chance it could be killed there. If it does emerge remember the bill only tasks the FAA to make rules. Oh goody.

I suspect that this bill is really just a forcing function to make the FAA act on the AOPA/EAA request. If the FAA gets off the dime and moves forward on its own, there will be no real impetus for congressional action any longer and the bill will go to the good - idea-graveyard.

And what about those new FAA rules? Folks have asked about whether a prior denial or special issuance would knock them out of this "certification" like it does light sport authorization. The answer to this will be in the new FAA rules required by this bill. Realistically, it seems unlikely that the rules they make for bigger, heavier, higher capacity planes will be any less restrictive than current light sport rules. So my completely speculative hunch is that a similar exclusion will exist.

Right now our congressmen and leadership probably could use some help from the pilot community to decide if this bill is really a good idea. So as you think this over yourself, here are a few thoughts to mull over.

CON

Coming in every few years is annoying especially if you have a medical condition. However, that visit to the flight doc also may prompt some folks to actually abide by treatment plans and regular visits to their specialist that otherwise could be and probably would be forgotten or not complied with.

Hypertension is a great example. High blood pressure has no symptoms (unless you count that first stroke or heart attack). So there is no pain or ill feeling to drive a pilot to go to the doctor. Thus, it is common for high blood pressure to be discovered by the flight surgeon, or at the primary care doctor visit that was required for a flight physical. I wonder how many folks with non-

must wait a minimum of six months to even request a waiver. Then they will have to RE-take a whole battery of tests to qualify for the waiver, because the ones they did right after their treatment are “expired” - outside the window for FAA consideration. So the applicant can count on doing several thousand dollars of tests, doctors visits and hours of labor hoping that a few months later they can get their medical—just in time to start the process all over again.

Did I mention the applicant will be driving his SUV to all those visits in heavy traffic that'll raise the blood pressure of even a calm person?

Cancer is a dread diagnosis. But, today, it is commonplace to not just survive many forms of cancers but to be cured of them. Yet, even when the oncologist or surgeon determines the cancer was surgically or medically cured, the FAA assumes the cancer can cause cockpit incapacitation and looks for that ever-lurking brain metastasis for 5 more years at least. More tests the surgeons and physicians don't think you need, more paperwork, more waiting and more cost.

And did I mention the applicant will have to drive their SUV to all those doctors appointments?

Pilots are a proud sort. They carefully maintain their planes and most maintain their bodies too. The mere fact that they voluntarily undergo a critical flight review every couple of years and religiously attend safety seminars set them apart from most drivers. When is the last time you saw an active pilot chug up to the airport in a poorly maintained car (except the airport loaner)?

Pilots are trained not to take chances and many have spent years cultivating their air and self awareness. General Aviation pilots don't *have* to fly—they *choose* to fly. And if they feel bad, they don't fly. This is the difference between flying and driving. Many people who are poor drivers and really shouldn't be on the road would tell you that themselves. However, they have to drive—they have no choice.

GA pilots fly for enjoyment only. If they are not confident in themselves medically or cognitively, they are not likely to try to fly—it just wouldn't be fun.

Sure pilots need to check their eyesight and there needs to still be a place for pilots to learn about their medical conditions. But, if a pilot is well enough to pilot their SUV through rush hour traffic, it is worth asking why they can't pilot their C-172.

Finally, we have years of light sport and ultralight experience, and despite no medical exam, the FAA has not reported astronomical rates of medical related crashes. I suspect, because they didn't happen.

symptomatic illnesses like high blood pressure will have their diagnosis and subsequent treatment delayed when they no longer MUST see a doctor.....ever.

And, as much as we all hate having to make special visits to specialists to prepare for a waiver, there is no denying that having a hard deadline forces the pilot to follow up on medical conditions. So, my theory is that as annoying as it is, having to see an AME periodically actually may be good for your overall health.

What about those pilots who are worried about their ability to “keep their medical”. The FAA certifies 99.7% of all class 3 exams that are submitted. So, frankly, it takes a lot to actually “lose your medical.” If you are really in that small subset that truly has to worry about “losing your medical” for an unstable heart condition, cancer, diabetes or psychiatric condition, are you really ready to throw your family and friends in a plane for even a day VFR flight? That decision is pretty easy when the AME says “no”. But there'll be no one else to ask but yourself.

And, with the limits it imposes, these rules will differentially select for older pilots. What brand new youngster wants to commit to never flying at night and never having an option to go outside the US or fly for profit? Older pilots, though, tend to be downsizing and less interested in pushing new boundaries.

So, the pilots most likely to benefit from periodic medical exams and a bit of counselling by their AME will be the most likely to *never* see an AME.

Some states have no requirement for recurrent visual or driving testing for drivers licenses. Many drivers can renew their licenses online using the file photo. We've all seen folks on the highway or perhaps spent anxious white knuckle moments riding with someone who probably shouldn't still be driving. But, under this standard that marginal driver could be your pilot, or the pilot you are sharing the pattern with. Just remember that next time you tuck in behind the driver weaving down the highway 20 MPH below the speed limit - he or she may be on their way to your airport.

All in all, I think it is great that congress is listening to pilots burdened by exploding costs and regulations that make it hard to continue flying. I hope they will be equally aggressive about reducing the regulatory overhead on our aircraft.

However, in part because of periodic exam requirements, pilots may be healthier than non-pilots. And, an important role of the AME is to help pilots understand their medical risks so they can answer for themselves “Am I Safe to fly”. This bill eliminates an important health event and removes a safety net we all rely on.

THE BUILDER'S CORNER

SIMPLIFIED BRAKE BLEEDING AND WHAT TO DO ABOUT HOT OIL

Mark Julicher

Bleeding Brakes

I don't know who invented this and I don't know why it took me so long to find out about it, but using a closed loop of tubing to bleed brakes is brilliant and almost idiot proof. Let me explain.

Tools Required: 25-foot roll of ¼ inch clear plastic tubing from the home improvement store, masking tape to stick the tubing where you want it on the plane, and a quarter inch combination wrench. Naturally, you will need some brake fluid in case your system is low and a roll of paper towels is always useful.

The technique is to run a length of clear plastic tube from the hydraulic reservoir(s) down to the bleeder fitting on the bottom of each brake caliper. Open the brake bleeder. Now pump the brakes.



Plastic tube in a Piper brake reservoir. Note that Cessnas generally use two brake reservoirs mounted at the pilot's brake pedals.

As you actuate each brake you can watch air bubbles travel from the brake caliper to the reservoir where they escape. Keep pumping until the brake fluid has no more bubbles. Close the brake bleeder and remove the plastic tubes. Drain the clear tube back into the brake fluid can. The brakes should now be firm!

This procedure works beautifully! What could possibly go wrong? Well, there are a few potential problems. If you let Big Foot stomp the brakes, it is possible to have the tubing jump out of the reservoir and bleed hydraulic fluid all over the place. Use the masking tape to restrain the tubes and preclude this unpleasant circumstance. Use common sense to keep from introducing dirt into the hydraulic system. Cessna

brake reservoirs are part of the master cylinder behind the brake pedal so better have a rag handy to protect your carpet.

The real beauty of this technique lies in the fact that some planes don't have a continuous uphill run from brakes to reservoir.

Oftentimes there is a loop somewhere in a flexible line and air will stay at the top of the loop unless it is forced to move. Vigorous brake pumping will displace the air bubble.

Many Piper aircraft have five master cylinders, one on each rudder pedal plus a hand brake. Pumping the pilots brakes may push an air bubble toward the copilot's side and vice versa. The solution is to use two pedal pushers and actuate all five master cylinders at once. Or, if you are really tall and don't have an assistant you can straddle the seats and actuate both left brakes (pilot and copilot pedal) plus the hand brake, and then repeat on the right brake pedals.

If, despite your best efforts and cramped calf muscles, you continue to get air bubbles it is likely that you have a leak in the system someplace. Master cylinders and brake calipers have O rings with a limited service life. Many of our 40-year-old planes have not seen a master cylinder rebuilt in ages. Also, hydraulic hoses harden with age and at some point they shed crumbs of rubber into the fluid lines - bad news! If it has been a few years, go ahead and replace the rubber parts, it is entirely possible to have air entering a brake line even though you can't (yet) detect fluid leaking out.

Hot Oil

Recently a local pilot was aviating along on a nice day and upon doing an engine instruments scan he saw oil pressure

(Continued on page 13)



As you pump the brakes the air bubbles travel upward to the reservoir and escape to atmosphere.

BUILDERS CORNER (CONTINUED) CHAPTER SAFETY OFFICER?

(Continued from page 12)

near the bottom of the gauge and oil temperature pegged at the top of the scale. Yow! Everything was in the green at takeoff. Furthermore, the cylinder head temps were still fine and the exhaust gas temperature was also OK.



Analyze the Situation. Take Corrective Action. Land as Soon as Practical.

In this case, the engine was still running but given the oil temperature it was not going to be good for the bearings if the situation continued much longer. Corrective action here was to reduce power to minimum required to return to the airfield (home base was closest) and finally land and shut down as soon as clear of the runway.

What went wrong? How could the oil get so hot but the CHT and EGT be just fine?

On this particular engine installation the oil cooler is located low on the right side of the firewall. There is a large SCAT tube from the rear engine baffle that feeds a plenum attached to the oil cooler. This system then uses ram air from the top of the engine to travel down the scat tube and pass through the oil cooler. Upon close examination, the hose clamp at the top of the SCAT tube was missing. This was easy to miss on a preflight or even during routing maintenance because the SCAT tube was stiff enough to appear to be in place, but under air load the tube was lifting away from the duct from the engine baffle and air was not going to the oil cooler.

There are three lessons here. First, LOOK at your SCAT tubes and give them a tug during preflight whenever possible. Second, check those hose clamps for security – really check them – touch them wiggle them. Third, use quality hose clamps and replace any that are worn out. Rusty old clamps or (horrors) zip ties are just a bad practice.

Mark Julicher is an EAA technical advisor and frequent contributor to this newsletter for which the editor is immensely grateful. He can usually be found at Bulverde Airpark and would love to help you with your technical issues. His contact information is in the back of this Newsletter



Ron O'Dea

So what (who) is that?

Let me introduce myself (again), Ron O'Dea. I am still the Chapter Membership Coordinator, but now I am also the Safety Officer.! How did this happen? During the last Board of Directors meeting our Vice President, Steve Jones, suggested that we should have a "Safety Officer" who would provide a short talk about a safety topic at each of our meetings.

As we gave consideration to this idea and it was unanimously approved we then had to find a volunteer. I have been an FAA Safety Team Member (FAAST) interacting with the FAA local FSDO for the past three years. What Steve suggested is exactly what the job is about. So...I volunteered (my dad, a WWII veteran, said never to do that)!

Aviation Safety is a passion of mine. I have lost some friends and co-workers to accidents. I gave some of them their check ride. These accidents made no sense to me. The most troubling thing is they were very sound, professional acting, and skilled people. I



http://2.bp.blogspot.com/-rHXM3oFP-nw/UU_iZnm5Jol/AAAAAAAAACess/oyPXlqsuTEo/s1600/8288558104_96f65f44d4_b.jpg

have been very troubled to understand how these accidents happened. The NTSB will tell you what the pilot did wrong. They and we have no idea why the pilot erred.

During the 40 plus years as a Flight Instructor conducting flight reviews I have witnessed many behaviors that were not conducive to long life. Sometimes I have been able help modify these behaviors. I wish I could help them all.

As the "Safety Officer" I will endeavor to bring you information that will help you "Keep the Blue Side Up"! So, I will leave you with this..."Keep Your Head In the Game"! Leave the distractions in the car and focus on flying the plane.



FEBRUARY MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Roger Hardley who correctly identified this month's mystery plane as the prototype XCG-47 or XCG-17 in some literature. What follows is extracted from Wikipedia.com

During WWII the US and other air powers had experimented with heavy gliders as a means to insert men and equipment



safely behind enemy lines or over long distances using a dedicated tow plane. With the development of the

4 engine C-54, a suitable towplane for even heavier gliders was envisioned.

During WWII the C-47 had been the workhorse for military airlift and there were thousands of them available. They had excellent cargo capacity and structural strength, and in testing was found to have a very good glide ratio even loaded.

In 1944, the military converted a former DC-3 into a glider test-bed by removing the engines and replacing them with weights and streamlined fairings. Testing was carried on at Wilmington Ohio (Clinton County Airport) and found the XCG



17/47 to be a very good glider. Wikipedia describes using two C-47's in tandem as the original tow plane(s). That had to be exciting—just seeing 3 C-47's nose to tail connected like a train. But, for the guy in the middle—nothing could go wrong there....

The idea was abandoned with the end of WWII and the rapid development of even more capable cargo haulers. However the idea was briefly revisited in the Philippines when another C-47 was similarly field modified to act as a "trailer" for the more powerful C-54, in essence doubling the cargo capacity of the C-54.

Using this configuration the Air Corps flew from Luzon, Philippines all the way to Tokyo (1800 miles) in 11 hours, proving that the concept was feasible.

However, the concept of an aircraft flying with a trailer never caught on, and the two C-47 gliders were eventually re-engined and returned to routine service.

You can read more about the XCG-17/XCG-47 online at http://en.wikipedia.org/wiki/Douglas_XCG-17 and <http://www.mylubbock.us/docs/silent-wings-museum-file-library/xcg17gliders.pdf?sfvrsn=2>



NAME THE PLANE

Chuck Fisher

Here is a plane that has a special connection to my old L-17/Navion. You might even see one or two in the background. That should make this easy! So, who will be the first to tell me:



1. What company built it?
2. What was its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
3. What purpose did it serve?
4. Within 5 years, what year did it first fly?
5. How many were produced and what was its historical significance (if any)

YOUNG EAGLES – A CHANCE TO GIVE BACK

Philip Vaneau

Do you remember your first flight in an airplane? I'm sure you do, along with the huge smile on your face. How about recreating that moment for a motivated youngster between the age of 8 to 17? As your new Young Eagles Coordinator I would like to share some information on how to easily make that happen. This article focuses on how to provide Young Eagle flights on your own. If you provide a minimum of 10 Young Eagle flights a year, our Chapter will receive \$5/flight from EAA towards sending a deserving youngster to the Air Academy.

We are also planning a Young Eagle Flight Rally this Spring when the weather gets better (late Apr/early May). I am looking for volunteer pilots and ground support for that event. Please send me an email if you are interested.

What are the pilot requirements? The "EAA Young Eagles Pilot Guidelines" brochure located under the "Volunteer" tab at www.youngeagles.org explains them all. The following are the high points:

- Be a member of EAA (national) & hold a Sport Pilot or greater Airman's Certificate
- Have a current Medical (if applicable), Flight Review, & current to carry passengers
- Poses Aircraft Passenger Liability Insurance coverage. If you carry a min of \$100,000 per seat liability, you are automatically eligible for an additional \$1,000,000 per seat. No additional paperwork.
- The Aircraft used must be Airworthy. Licensed "Experimental" is good to go
- VFR weather; No hot loading, aerobatics, unusual attitudes, or formation flight



What should a Young Eagles flight be like? Safe, Positive, and Simple. The following are some ideas on how to handle it:

- It starts with the "EAA Young Eagles Registration Form." Our Chapter website has a link to this form. Make sure it is signed by a parent or LEGAL guardian (and you). Keep this form and give it to me at a future date.
- Pre-flight – Strive to create an atmosphere that relaxes your passenger(s) and is open for questions. Use a map to explain the profile.

Explain the parts of an airplane (exterior and interior) and how it flies. Explain your preflight. Make sure you brief FAR 91.519 (door, seat belt/harness, emergencies), transfer of aircraft control, and God forbid...airsickness.

- Flight – 10-20 minutes of fun. Use headsets if you can. Consider letting them fly or following you on the controls. Point things out on the ground. Teach them the clock position on where to look
- Post-flight – Take a picture. Provide them with a certificate or a "Young Eagles Logbook" (>12yrs old).
- The Next Step - This logbook gives them a code for a free EAA Student Membership. This membership provides several benefits including access to the Sporty's Learn to Fly Course (\$199 value)

I have placed a box in our Chapter clubhouse containing forms, brochures, logbooks, & certificates. Just give Gail Scheidt a call at (210) 688-3210 to gain access to the building. Feel free to email or call me if you need materials or have any questions. I'm at pvaneau@gmail.com, (210) 887-3135. Blue Skies!!



Country Store

This month's country store and catalogue has been shortened—a lot—to bring you the important information above. We still have a few of the really nice fishing shirts in stock and can order some for you. These are perfect for flying in HOT weather, which is coming. Remember we have a complete supply



of Wash Wax All cleaning supplies for your spring cleaning needs. Finally, we showed you the new hat at the last meeting. If you missed it, come see us at the Country Store during the meetings or contact Brian or June Goode.

2014 EAA Chapter 35 Leadership



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Secretary: 210-875-9971	Darren Medlin dmedlin@aol.com	Treasurer: 210-493-5512	Dee Brame DeeB@satx.rr.com

Board of Directors

Past Presidents	At Large
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Lew Mason 210-688-9072 lewnan@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com
Dave Baker 210-410-9235 iflyaerosport@sbcglobal.net	Chuck Fisher 210-878-5561 cfisher555@aol.com

Chairpersons

Facilities: 210-688-3210	Gail Scheidt gailps@att.net	Newsletter Editor: 210-878-5561	Chuck Fisher ea35news@gmail.com
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Tool Crib: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	EAA Hangar: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Public Relations: 830-612-2232	John Latour latourjohn@att.net	Country Store: 727-709-1159	Brian Goode ladybgoode@msn.com
Flying Start:	Vacant	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

RB 'Doc' Hecker 210-391-1072 tcflvingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

RB 'Doc' Hecker 210-391-1072 tcflvingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
	Lew Mason 210-688-9072 lewnan@sbcglobal.net
Safety Officer	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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CHAPTER CALENDAR

MARCH	8	LUNCH MEETING Program: <i>Spirit of Hondo Restoration</i> BBQ catered at KHDO	EAA Chapter 35 Clubhouse Lunch Meeting/Program 12:30 pm At KHDO
APRIL 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00 - 10:00 am 10:30 am
MAY	10	SPRING CLEANING! Yard/Chapter Building Work Party <i>Bring gloves and tools!</i>	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE 	14	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	9	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: TBD	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY 	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

Aviation Calendar of Events websites

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

Mar 08, 2014, New Braunfels, KBAZ
 Young Eagles Breakfast
 Phone: 830-606-6666

Mar 29, 2014 - Mar 30, 2014, Wings Over South Texas Air Show
 Kingsville Naval Air Station (NQI)
 U.S. Navy Blue Angels, aerobatic superstar Rob Holland, the Disabled
 American Veterans B-25 Mitchell Bomber, and more!
 Website - <http://wost2014.com/>

April 12, 2014 Sport Air Racing League - Taylor 100 Air Race
 Taylor Municipal Airport, 303 Airport Rd # 1, Taylor, TX
<http://www.sportairrace.org/sarl/>

April 25-27, 2014 EAA B17 Tour Stop
 San Marcos, TX, USA

To book a flight please call 1-800-359-6217.

Pre-book - for EAA members \$409, for non-members \$449

Walk-up - for EAA members \$435, for non-members \$475

Ground Tour Pricing - Cost \$10 per adult, \$20 per family. Active Military, Veterans, & Children 8 and under are Free.

<http://b17.org>

26 April 2014 AOPA Grassroots Celebration of Aviation
 San Marcos Municipal Airport (HYI)

26-27 April 2014, American Heroes Air Show - TX
 Camp Mabry Texas Military Forces - Austin, TX

May 3, 2014, 9AM - 4 PM 2nd Annual Fly-IN and Shrimp Boil
 Mustang Beach Airport, Port Aransas, TX
 Phone: 361-774-5550

WANTED AND FOR SALE

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

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com *(expires Mar 2014)*



Airpark Property For Sale: One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com *(expires Mar 2014)*

For Sale small aircraft / LSA trailer. Constructed for my Star-Lite, has a cradle for the mains, ramps, and a box for the wings. Used many times from garage to airport, and also for the 4600 mile trip to Texas. About \$450 in materials. Yours for \$150. 1 7/8 inch ball. In my hangar at 8T8. *(expires Mar 2014)*



For Sale 1985 MOONEY 201. 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. Flies regularly. New cloth interior ~2000, a very comfortable family traveling plane. Straight, true flier. Originally a 201 L/M but has been upgraded to full 201 level and beyond. PM800 4-place stereo intercom, CD/MP3 CD Player. King KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155 radios, IFR approach certified KLN-89B w/ update jack in console. Four cyl engine monitor, engine preheater.



Including Garmin 396 and yoke mount. Maintained by Mooney specialist and hangared at 5C1. \$99,000 Chris Watson email chrisf16@mac.com or 210-497-5863. *(expires APR 2014)*

For Sale 1968 Cessna 150H. TTAF 3400 TSMOH 1420. Narco MK 12D, Narco 150A Txpdr, ELT. New Paint, Wheel Pants, New Tires, New bearings, New interior, Refinished ctr console, New brake pads, New metal air filter, New tinted windshield, aftermarket wingtips make it hard to make a bad landing! \$21,500 Call Bob Drumm (210) 684-3331 or e-mail bigbbobby@earthlink.net *(expires APR 2014)*



For Sale Airpark Home 8T8 • ~~\$349,500~~ \$329,000 Located in one of the finest airpark communities in San Antonio, Texas.

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



New Hangar For Sale. San Geronimo Airpark (8T8). Hangar is 40X32 with Electric available (water will be available soon). Only 1 left. Price \$48,000. Contact Greg Reeves 210-253-0421 / takeflight2@att.net *(expires May 2014)*



For Sale: 1966 Mooney M20E Super 21, TTAF: 2909 hrs, TSMOH: 1114 hrs, \$49,900 asking price; Certified IFR, Complete AD/all log books, GNS 430 GPS, KX 155, KMA 20 Audio Panel, JPI EDM 700 Engine Monitor, King KT76A TXPDR, Brittain Accu-Trak AP, 4 Place intercom, New Battery, New Starter, New Oil Cooler, New Fine Wire Spark Plugs, New Vacuum Pump, New Shock Discs, New Back Up Vacuum System, Alternator Conversion; Contact: Jimmy Garrison-All American Aircraft 830-885-5723 jimmy@allamericanaircraft.com *(expires May 2014)*



To post an ad—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**



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Richard B. Hecker, D.O.
 Senior Aviation Medical Examiner

Assend Dragon
 AVIATION

CP: (210) 391-1072
 Fax: (830) 980-8866
 Email: tcfllyingdoc@yahoo.com

29890 Bulverde Lane
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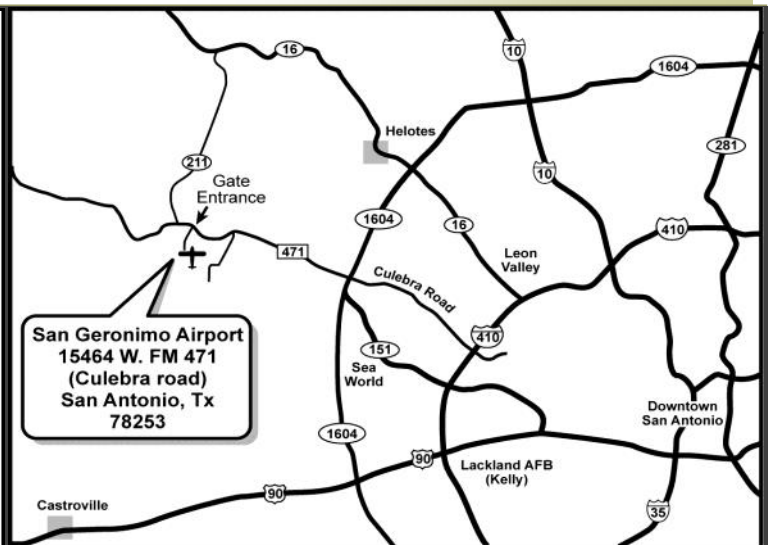
The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

8 MAR 2014

**11:30 Meet at Clubhouse
Car/plane pool to KHDO**

12:30 BBQ at HDO



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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PRESIDENTS COCKPIT



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Till alla 2014 medlemskap betalande medlemmar i EAA35, till dem som betalar, och alla andra, Vintern i San Antonio var brutala i år. Vi kom ner till frysnivåett par dagar och vi hade underkyllt regn och även några ansamling av

snöflingor i några timmar. De vägar och vissa skolor stängda och olyckan på vägarna skjutit i höjden under några timmar. Men i San Antonio den flygande fortsatte som vanligt med flera kommersiella flygförseningar, men med lite avbrott i EAA35 flygande verksamhet, eftersom ingen vill flyga i snö och underkyllt regn i alla fall. The Runaways på San Geronimo Airpark (både 17 och 35) gjorde inte nära, de var öppna för alla flygblad, som vågade flyga i så dåligt väder. Men ingen vågade. Och framtiden verkar vara bra. FAA planerar att anställa 10.000 nya flygledare för de närmaste tio åren, så jag antar att det blir några över för oss och vi kommer att ha ett par av dem på San Geronimo Airpark snart. De första månaderna kommer de förmodligen bara använda ljussignaler av ekonomiska skäl. Men efter det, börja på nytt öva dina flygtrafikkommunikationsfärdigheter, kanske du behöver dem.

Det sista månadsmöte presentation av Terry och Cathleen Hart var mycket intressant med en presentation med titeln "Att vara där - ryska Soyuz Launch". De båda var där, inbjuden av sin dotters svärfar, NASA Astronaut Rick Mastracchio, som gjorde en presentation förra året på månads EAA35 möte, varefter han blev skjuten ut till rymden med den ryska rymdfarkosten Soyuz. Vi lärde oss nu hans var ute på den internationella rymdstationen i 6 månader och gjorde bra. I Harts följde förberedelserna och lansering av Rick Mastracchio i Ryssland och sociala aktiviteter för alla ryssar och deltagare från andra länder som deltar i förberedelserna för rymd ta fart. De gav en mycket färgstark presentation av alla kulturella, sociala och andra skillnader mellan USA och Ryssland under dessa förberedelser för rymdfarkoster.

Vid det senaste EAA 35 Styrelse möte beslutades att det EAA35 skulle återinföra positionen för en säkerhetsansvarig. Ron O'Dea valdes som den nya säkerhetsansvarige, och han

är mycket väl kvalificerad för den positionen. Han kommer att leverera ett kort och koncist genomgång vid de månatliga mötena för att ge dig värdefull information om säkerhet, och du kommer att få det även om du inte tror att du behöver det eller inte.

Under den senaste månaden fick vi också ett trevligt brev från Office of Secretary of State (Texas), som förklarade "Det har varit ett nöje att lämna den ideella Period rapporten för det refererade enhet (som jag antar är EAA35)", vilket var mycket trevligt att höra från dem. Dessutom, "Undertecknad, som statssekreterare i Texas, intygar härmed att den ideella periodiska rapporten för det ovan nämnda företaget har mottagits på detta kontor och har visat sig överensstämma med tillämpliga bestämmelser i lag" (vad det nu betyder, det var mycket uppmuntrande att höra från henne). och

Slutsatsen var formidabel: "DÄRFÖR, undertecknad, som utrikesminister, och i kraft av den myndighet som utövas av sekreteraren enligt lag, utfärdar härmed detta certifikat bevis arkivering i kraft det datum som visas nedan." ... och ingår var också en stor imponerande "Staten Texas" stämpel. Nu EAA35 är lagligt för ytterligare 4 år som en ideell organisation och som en verkställande jag känner mig väldigt bekväm med det och det var väl värt kostnaden på \$ 5.00 för ytterligare 4 år. Men när jag studerade engelska tillbaka i Sverige som vi aldrig fick lära den typen av språk. Kanske var det på grund av att vi studerade drottningens engelska och inte på amerikansk engelska, som, vad jag förstår, har en hel del juridisk text ingår, så att vanliga människor inte kommer att förstå det.

Vid det senaste månadsmöte vi fick också den trevliga tillfälle att välkomna våra aktiv medlem Maarten Versteeg, som var där i god anda. Han verkar göra bra efter sin flygning olyckan och rehabiliteringen är tydligt fungerar som planerat.

Till sist vill jag påminna alla om att vi skulle välkomna nya kandidater som ska nomineras för flyg Oscar.

Ser fram emot att se y'all vid nästa möte EAA35 mars i Hon-do

Ulf Balldin