



EAA CHAPTER 35's SAN GERONIMO HOME

February 2016

Volume 58 Issue 2

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Next Event

13 Feb 2016

Lunch Meeting

1130

Chapter 35 Clubhouse

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Lewis Mason

Photos Courtesy of Julius Braun

Have you ever wondered how Chapter 35 came to be located on San Geronimo Airpark? I joined the chapter in 1975 when it was located on Westside

Airport on Highway 90 West between I410 and Loop 1604.

The owner/manager of Westside Airport, Tony Crosby, allowed us to place our chapter building on the airport. That building was built by the shop class at Anson Jones Middle School. We used the building a few years until Mr. Crosby sold the airport to Ray Ellison and we were given a few

months to remove our building. We eventually sold the building and that left the Chapter homeless with no place to hold

our meetings.

Some of the meetings were held at the Gun Club on 471 and some under the oak trees on San Geronimo Air-



park. Dan Cerna, Dave Baker and Lew Mason convinced San Geronimo Airpark, Inc. (ADF) to lease land to build a chapter house. The site chosen was under the two big oak trees close to the runway. The money from the sale of the Westside Airport building was used to put in the slab.

(Continued on page 4)



February Guest Speaker

Phil Vaneau

The Life of a Global Delivery

Pilot

PRESIDENTS COCKPIT



EX Steve Jones
Chapter 35 President

I'd like to thank you personally for an awesome start to 2016. The January meeting was well attended with upwards of 58 members and guests present. The meeting topic was a highlight of some of the tools both within the chapter hangar and available for check-out for use on your aircraft or build

project. Lew Mason put together a concise and informative presentation on the more often requested tools, and he described procedures for checking them out.

Our meal was sponsored by, and generously donated to the chapter by John Latour. John did this in commemoration of a unique milestone – fifty years membership in the Experimental Aircraft Association. Despite all he's done for the organization and especially for our chapter, he felt it was time to show his appreciation for all he has gained from associating with us these many years. A fifty-year commitment to ANYTHING is a significant achievement, and a demonstration of unflagging dedication. We thank John for his stalwart support, and thank him for the delicious meal. Speaking of meals, I believe Freda Jones has something to say elsewhere in this issue.

Each individual has a story to tell, a unique perspective on why they're associated with EAA. John Latour is no different. From the early days in 1966, watching a Starduster II go together, to today where John and a team of like-minded builders is about to take flight in their new Merlin GT, there are stories. Stop John sometime and ask about his experiences! On that note, YOU probably have a story or two to tell. If you're like me, you're thinking it's not that interesting, or you're not a good story teller. Trust me, it IS interesting, and we can help you tell the story. Drop a line to Chuck Fisher, newsletter editor, at ea35news@gmail.com. Chuck will be glad to feature your story in an upcoming issue. I recall several years ago, a slow, cold winter day, when Oscar Zuniga mused about a mouse in his hangar. The story went national when EAA featured his article on the national site.

It's time to reflect on the contributions of another great member, Gail Scheidt. After many years of dedicated service to our chapter as Facilities Manager, Gail has handed the reins over to Freda Jones. Gail and crew have been silently managing the most labor intensive, time consuming duty of any team in the chapter. They toil days on end before each meeting, acquiring groceries and supplies to keep the facility humming and the members fed. One of our most important reasons for being, our facility provides us a social environment where we can share a meal, our time, our knowledge and our passion. The facilities and the meals are a key component of that tenet. Gail and her team made sure this happened month, after month, year in and year out. We thank Gail for her undying devotion to this often thank-

less task, and wish Freda the best of success. Those are big shoes to fill.

Darren Medlin is hard at work developing activities and scheduling our upcoming events. Coming in February: don't miss the stories of a jet-setting international package delivery pilot as Phil Vaneau tells all. I'm picturing clubbing into the wee hours of the morning in Rome, or settling in with a nice Fosters at Warbler's bar in Bahrain. It's likely a little more sedate and professional than all that. We'll see!

In closing, I'm happy to report that on December 15th, the U.S. Senate unanimously passed the Pilot's Bill of Rights 2, including Class 3 Medical Reform. The bill now advances to the House of Representatives for their consideration. This vote occurred less than a week after it was reported out of the Senate Committee on Commerce, Science and Transportation. From the perspective of the Senate, this was a non-controversial decision.

MEMBER NEWS

Please welcome:

Thomas (Denny) Weaver and his wife Laura Galvan

Denny, a pilot an MD-88/90 for Delta Airlines, is having quite a career. He has also been with Doss Aviation Airline Training Center, California Wings and Merlin Express. His military experience was as NJC Propulsion Plant Operator SSN-604 and Flight Engineer on the C-5 Galaxy! You may contact Denny at: denonweaver@gmail.com

William J. Langholtz and wife Mary Jo

William resides in Pipe Creek, TX and has his own airport. He flies a "souped up" Champ with tundra tires and some other interesting airplanes as well. You may contact Willie at: wjlangholtz@gmail.com

ERRATA

In the January EAA 35 Year wrap up I inadvertently omitted one of EAA chapter 35 Wright Brothers Master Pilot Recipients. The paragraph should read:

Highlighting the amazing experience in our chapter, our FAA colleagues awarded four new Wright Brothers Master Pilot awards, bringing our club total for this elite group to EIGHT! I wonder how many chapters our size can come close! We congratulate again Ron Damrill, Mike Lovelace, Dan Cerna, and Barry Howard (a friend of the chapter) who joined Joe Killough, Brian Goode, Charlie Brame and Bubba Hunt in this elite bunch.

The editor apologizes for this oversight.

CHAPTER BULLETIN BOARD

FLY-IN or DRIVE IN at SAN MARCOS AIRPORT

PRESENTED BY: STEPHANIE MYERS



<https://vimeo.com/152465605>

WHEN: APRIL 16, 2016

RAIN DATE: APRIL 24, 2016

WHERE: 1841 AIRPORT DR, SAN MARCOS TX

- CAR or PLANE REGISTER ONLINE: www.classiccarbuysell.com
- CAR REGISTRATION: 10:30-12:30
- FLYOVER AT 1PM
- TROPHIES TO BE AWARDED
- PHOTO OPP FOR CAR ENTRIES with P-51 MUSTANG
- B-25, C-45, T-6, U-3A rides offered
- FREE ENTRY FOR SPECTATORS GATES OPEN AT 12:30-3:30
- LIVE MUSIC & FOOD
- WWII PLANES & MORE ON DISPLAY
- WWII MUSUEM



VENDOR or SPONSOR interest? Email: Stephanie.Myers@American-National.com



The menu for February's meal is:

- Beer-batter Fried Pollock
- French Fries
- Cole Slaw

Condiments: lemon slices, tartar sauce, catsup (for you discerning types – ketchup for the rest of us)

Please feel free to share your favorite seafood dish, if batter-fried Pollock doesn't do it for you!

Sides and desserts are always welcome!

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!

Planning for the Open House!
Got something interesting in your hangar? Show it off at our March Open House! Contact Darren Medlin at (210) 875-9971 cell/text or email ea35vp@gmail.com and be part of the tour.

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

CONTINUED)

Dan Cerna was the chief architect of the building and Mason Hunt (Bubba) was our chief contractor. All of this was gratis from our members. Bubba got a good deal on end runs of concrete blocks. They came in several colors and textures. The building looked like a crossword puzzle before it was painted. The chapter members were the grunt labor for Bubba. We worked our tails off for several days. As he laid blocks, we mixed cement and kept him supplied with mortar. The beautiful fireplace was also Bubba's creation.

Chapter 35 had never been a money making organization, so there was not much in the treasury to pay for

Chapter 35 members living on the airpark took charge of the building and grounds for the Chapter. SGA used it's own equipment and tractor to make sure the entire airpark (especially the



runway) was mowed before the monthly meetings. San Geronimo Airpark, Inc. was happy to have Chapter 35 as a tenant on the airpark. Time has brought some changes to the airpark. As most of you know, San Geronimo Airpark, Inc. has been sold to the people who own property here. The San Geronimo Airpark Property Owners Association is the proud owner of the airpark. Many of the owners are members of the Experimental Aircraft Association. We hope the next 30 years will be as successful as the first 30 years.



this undertaking. We had chili cook-offs, sold life memberships and bummed money every chance we got to pay for the new building.

Do You FACEBOOK?—Social Media Skills Wanted!



Darren Medlin

Do you Facebook? Lots of folks do and our EAA Chapter has a page. In Facebook itself use the search bar to search for "EAA 35" and you'll see the Chapter 35 Facebook page or type in <https://www.facebook.com/ea35/> in your normal web browser. Our webpage is another online resource at <http://35.eaachapter.org/>, or use your favorite search engine to find "EAA 35" and the link will show in the search results. These information and outreach tools are great ways to share the fun we enjoy in our face to face meetings with a wider audience.

If you are looking for a way to help your chapter and are comfortable around a computer please call Darren Medlin at (210) 875-9971 or email ea35vp@gmail.com to learn how you can help us improve EAA 35's electronic outreach..



WRAPPING UP SPRING SOARING

This is the last in a series of articles on soaring in West Texas and Arizona. There are several soaring opportunities around Texas.

Dennis Scheidt

May 28-30, 2015

Update 6/9/15

The plan for this trip was for Charley and myself to drive to Marfa on Wednesday. I would pick up Charley at his home in Marble Falls and drive to Alpine where we would check into the motel. Charley and I will fly the PW-5 at Marfa, TX. After flying at Marfa, Charley will take the PW-5 to a soaring camp at Moriarty, NM and I will return home. As usual we will visit local points of interest as we see fit. Our original intent was to travel on Wednesday and fly at Marfa on Thursday and Friday. The Marfa flying weather did not look good for Thursday so we delayed our trip to Alpine, TX until Thursday and would fly only on Friday.

5/28, Thursday

Early Thursday morning I headed to Marble Falls to pick up Charley. Unfortunately about 3 or 4 miles from our house a truck passing me on Highway 211 scared a wild turkey which flew into my lane and I hit the turkey and cracked my windshield. The impact was very loud. I first thought the trip was ended but after some inspection I determined the windshield though badly cracked was still intact. I decided to press on with the trip and the windshield survived the trip with no further cracking or damage. I picked up Charley at his home in Marble Falls and headed west through Llano and Mason. Had lunch at Cooper's BBQ in Junction where we picked up I-10 to Fort Stockton. Then US-67 to Alpine for the night.

5/29, Friday

Motel breakfast and drove to Davis Mountain State Park. Glider flying does not start till about noon so we did a hike at Davis

Mountain State Park in the morning. The trail we were on crosses into Old Fort Davis National Historic Site. We hiked far enough to where we could look down onto the old fort. Had lunch at a Mexican restaurant in Marfa. Then we drove to the Marfa Airport. Assembled the PW-5 glider and filled the oxygen bottle expecting high flights.



<http://marfa3.bar-z.com/sites/marfa3.bar-z.com/files/gliderair.jpg>

I took off first and had an extremely rough tow. I was glad to release as soon as I got to 2000 feet AGL (Above Ground Level) which is about 6850 MSL (above Mean Sea Level). I found rough thermals down low and started to climb. The thermals got smoother and easier to work as I got higher. At 10,000 feet the oxygen came on as programmed. I continued to climb passed 14,000 my previous high in a glider, passed 16,000 my previous high in a Super Cub and ultimately reached 17,250 feet MSL under a nice big cumulus cloud.

This was my new personal altitude record as a pilot. Average climb rate was about 400 feet per minute while low and about 800 feet per minute when I was up high. Descending, I kept running into lift and finally opened the spoilers to come down. I leveled off at about 8,000 feet and waited till the runway was clear to land. There was another glider that had just landed on the runway and had to push back to the end of the runway. Then a power plane called on the radio and he wanted to land straight in on the same runway, so I waited till he landed. After the airplane landed I opened the spoilers and landed. Flying time was 1 hour and 38 minutes. This had been a gold altitude climb, but I had no record of the flight. Had not planned for Gold Altitude. I may want to do that again someday in a Schweizer 1-26.

After I landed, Charley took a flight in the PW-5 and also climbed to about 17,000 feet. He also said his tow was very rough too.

Another glider, an ASH-25 high performance 2 seater, also flew 2 flights today. It is owned by a group of 5 pilots, at least two of whom are airline pilots and another is the son of a world record holder for distance flights in a glider. Another of the 5 pilots

(Continued from page 5)

lives in Houston and was flying gliders at San Marcos when I was flying gliders there in the early 1970's. Not sure who the last pilot is.

After flying, Charley and I disassembled the PW-5 and secured it in the trailer for the trip to Moriarty, NM. We also changed a tire on the trailer and then drove back to the motel in Alpine, me in my S-10 pickup and Charley in the Suburban pulling the PW-5 trailer.

5/30, Saturday

Motel breakfast and then I headed to San Antonio on Highway 90. Lots of rain along the way and very heavy rain in Del Rio. I drove without stopping except for gas in Uvalde. Charley got the oil changed in the Suburban and headed north to the soaring camp at Moriarty, NM.

Highlight of the trip was soaring to 17,250 feet MSL. I think most people would not think of driving 400 miles each way for a 1 hour 38 minute glider flight but to me it was well worth the effort. Hey I am the guy who drove to Littlefield, TX last summer for a 30 minute flight and thought it was worth the trip. I guess I just like glider flying.

Reflections:

Many thanks to Bill and Charley for encouraging me to go with them to Phoenix and Marfa and to fly the PW-5. They had made a spring trip to Marfa, TX before and enjoyed the early spring flying there.

This turned out to be a great spring to fly somewhere else besides our home airport at Briggs, TX. Both our tow planes were in the shop most of the spring. The Pawnee for repair after damage from a hard landing last summer and the Cessna for a prop strike and then it's annual inspection. During the spring of 2015, the local weather was very rainy and when it was not raining, the ground was too wet and soft to operate aircraft on. However the spring weather in Phoenix, AZ and Marfa, TX was great. Our first trip to AZ was actually a little early in the soaring season for thermals but OK for flying and getting checked out in that area.

I have flown airplanes a few trips west and north and encountered some mountains but had not flown a glider in a mountain environment before this spring. Mountain glider flying has some subtle differences from flatland flying. I am just beginning to understand those differences and am trying to learn how to take advantage of them. It is interesting to be so close to the moun-

tains and still be within easy gliding distance to the home airport.

During the spring flying I was able to fly two gliders that were new to me, a Grob 103 and a Schleicher ASK-21, both larger, two seat, all glass, gliders. Although I still very much prefer the more responsive smaller single seat gliders, I found these larger gliders to have better response and handling than I had expected. I liked both of them.

I also had the opportunity to meet several gliders pilots and ground personnel, some of who I had read about in the soaring literature and some new to me. All of them were very friendly, helpful, and treated me like an old friend.

On one the days at Estrella I did several 10 mile runs to verify the glider computer's final glide calculations. The calculations were always very close to what the actual runs yielded and gave me confidence that the computer could be trusted.

I especially enjoyed cruising at 12,000 feet over Maricopa, AZ in absolutely smooth air above all the convection. I believe this is because the thermals go higher over the mountains than they do over the nearby flatland and I had climbed over the mountains and then cruised out over the flatland above the tops of the thermals there. It felt like I could go on forever.

I was also able to reinstate my Flight Instructor Certificate while at Marfa, TX and learned a few things in the process. It had been some time since I had done any flight instruction.

I exceeded my personal high altitude record 5 times during the spring. My personal high altitude record is now 17,250 feet. I exceeded a gold badge climb of 3 kilometers or 9843 feet but have no record of the flight. I did use oxygen above 10,000 feet. I also learned that personal oxygen systems are much different now than back in the days when I worked on military aircraft.

IT WAS A GREAT SPRING FOR GLIDER FLYING IN THE WEST.

PS. The windshield in my truck has been replaced and is as good as new.

Dennis Scheidt is a founding member of San Geronimo airpark and is an avid glider pilot. Dennis would love to share his experiences and introduce you to soaring. Come to a meeting and say hello!



WIND TETRAHEDRON FOR 8T8

Brian Goode

For a couple of months or so we have been working on converting the remains of a



homebuilt aircraft project into a wind tetrahedron for San Geronimo Airpark.

Donations of labor, money and paint have helped keep this project under way.

Instead of using both of the homebuilt's wings on the "TEE", we used one wing and set it on the centerline. The elevators were left lying on the hangar floor as were the flaps and ailerons. The main gear was removed and a cowling was created with a oversized pitot tube on which we can hang counterweights if necessary for balance. I think we shall leave the tailwheel in place to provide a way to tether the beast once it is put in place.

The skinning of the top of the wing and the horizontal stabilizer, as well as the painting are complete. (The tape that is seen in the accompanying pictures has since been removed) The overall color is "Safety Orange"

with black and white accent stripes that are laid out to look similar to a Pitts Special paint job. This should be highly visible and give a true depiction of the wind direction at 8T8.

Lew Mason has created a Snoopy silhouette which will be mounted in the cockpit area of the TEE, complete with a flowing scarf.

The present plan is to mount the TEE on a swivel, on the top of a pole that will be firmly attached to the runway side of the white storage hangars, not on top of a hangar as originally planned.

Lew and Nancy Mason own both of these end hangars and have agreed to do this. This way it will be out of the reach of passersby and not get messed with.



We do need a few

more items for the cause before continuing on with the project:

- ◇ Some brown paint for Snoopy's helmet.
- ◇ A 6 inch to 8 inch diameter steel pole that is about 20 feet long which can be set in concrete. A retired utility pole might also work.
- ◇ A suitable swivel that could be mounted on the chosen pole.
- ◇ NOTE: We do have a donated swivel, but it is a heavy son of a gun and would just add a lot of weight to the project. (We have to lift all of this)
- ◇ An axle off a mobile home would work for the swivel.
- ◇ A wheel that would fit the axle, which would be attached to the TEE.
- ◇ A power auger to dig the hole to set the pole into.
- ◇ A crane, lift truck or something similar which could lift the pole into place and then lift the TEE to the top of the pole. We could consider a sign company or other rigging company to set the pole and also do the hoisting

To contribute, contact Brian Goode at (727)-709-1159, or ladybgoode@msn.com.

EAA 35 JANUARY MEETING



EAA 35 JANUARY MEETING



THE BUILDER'S CORNER

SIDEWINDER STARTER ON THE BIG BORE CONTINENTAL ENGINE

Mark Julicher

As engines grew in horsepower and cylinders increased from four to six, airplanes either had to get extended noses, or engines had to be made compact. Somewhere in that process Continental moved the generator and starter location from directly behind the accessory case to positions beside the accessory case. This geometry necessitated the 90-degree starter adapter. It is an elegant design – mostly.

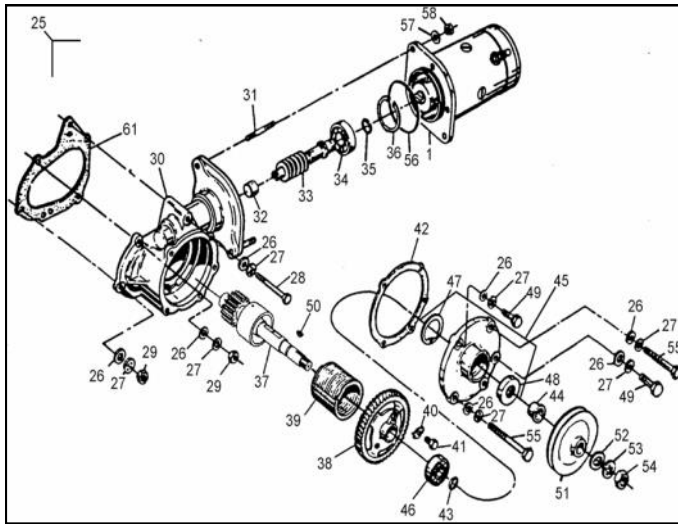


Figure 1: Blown-up drawing of the Continental 90-Degree Starter Drive Adapter.

Here is how it works, refer to figure one for the part numbers. The starter (1) engages a T slot in a shaft that drives a worm gear (33). The worm gear engages a round gear (38) that is 90 degrees to the starter axis. The round gear turns a helical spring (39) that winds tighter under load and clutches a drive shaft (37) that finally turns the accessory case. Sound complicated? Well, it is and it isn't. While the principle is simple, the engineering and geometry are very precise.

The helical spring rides on the starter shaft with an oil film to keep friction low. When the starter is engaged, the helical spring tightens – it shrinks in diameter about .005 inch – and that shrinking provides enough friction for the starter motor to turn the starter shaft. When the engine starts, the spring relaxes its grip and the helical spring just rides on its oil film.

However, if the engine turns backwards, the spring is prone to engage. There is just enough friction to grab the spring and

tighten it and in turn it rotates the starter motor backwards. This action puts stress on the helical spring. Eventually the spring breaks.

To make matters a little bit worse, the new generation light weight starters are geared

on the inside to provide more starting torque. If the engine kicks back, the geared starter resists the reverse motion due to its large mechanical advantage. When the starter resists the reverse turning, the gears and the spring in the 90-degree adapter are stressed. The spring is clamped firmly so it can't give very

much. Either the spring breaks or a gear loses a tooth and the starter adapter must be repaired.

To make worse matters even worse, some aircraft (e.g., Cessna 182) must have the engine hoisted and moved forward in order to remove the starter adapter. (And just to make worse matters worse, we had just replaced the



Photo 1: Opening the 90-degree drive adapter. The starter mounts on the flange behind the mechanic's right hand. The gear visible at the left engages the other accessory gears. The pulley at the right drives the alternator belt.



Photo 2: Half of the helical spring is on the workbench. The remainder of the spring is still inside the drive adapter body. Some of the drive shaft is showing below the mechanic's index finger.

(Continued on page 11)

BUILDERS CORNER (CONTINUED)

(Continued from page 10)

engine mounts on a 182 and it flew one sortie when the engine kicked and the starter adapter broke.)

Consider a field repair at current prices. A clutch spring is about \$200, a rebuild kit is about \$300. Throw in magnetic particle inspection of the gears and some labor and the cost of rebuilding a starter adapter



Photo 3: Prestolite starter upper left, TCM compact starter lower right.

approaches \$900. Consider a rebuilt adapter. A rebuilt starter adapter is available in about four days shipping time for \$962. Like all of life, you balance time and money... but the rebuilt adapter has been NDI inspected and all components checked to specification. The rebuilt adapter option is the safer bet because one miscalculation means pulling the engine again. Also, a broken gear tooth could trash an engine leading to a major overhaul. Consider the risks – just replacing a spring could be penny wise and pound-foolish.



Photo4 : This is the drive adapter body further disassembled. The starter mounts on the flange at the left of the photo. The worm gear driven by the starter is visible in the body.

the propeller to kick back. That is bad and can instantly break

the starter drive adapter, but there is another more insidious problem. Whenever you shutdown the engine and the propeller comes to a stop, the momentum of the engine partially compresses a cylinder and then bounces the propeller backwards a little way. That bounce back is often enough to make the helical spring grab the starter shaft. That gives the spring a little stretch. Over time, the spring reaches its work hardening limit and it snaps in a classic neck-down and rupture pattern. We spoke to an engineer at a rebuild shop and he said they call the process “beaching.” He said if you look at the spring under a microscope, you see ripples in the steel that look a lot like ripples in the sand on a beach. Each ripple is a stretch mark. The steel is work hardened until it can’t take any more and it breaks.

How can this nasty spring breakage be minimized? I’m glad you asked. According to one shop that rebuilds these 90-degree adapters, the new lightweight starters seem to play a big role in the problem. It turns out that the lightweight starters are geared internally. This gearing makes it easy for the smaller motor to turn the engine but difficult for the engine to turn the starter – kind of like trying to get your car moving in high gear instead of first gear- the mechanical advantage works one in one direction but not the other.

So, if the engine kicks back and the starter won’t budge, then the 90-degree drive is engaged and the starter gears and spring take a beating.



Photo 5: The starter motor mounts to the flange on the piece at the left of the photo. Notice the large ball bearing. The worm gear drives the round gear that is under the mechanic’s left index finger. The round gear is attached to the spring. Half of the spring is on the table, the other half is still on the drive shaft. The drive shaft is the shiny cylinder under the mechanic’s right thumb.

According to the rebuild shop, the original Prestolite starter does not resist being turned backwards, at least not as much, because it does not have gearing inside. We checked this by hand-turning a Prestolite and an TCM starter and found it to be true. The Prestolite initially resisted hand-turning but once moving it spun rather freely.

(Continued on page 12)

BUILDERS CORNER (CONTINUED) FROM HEADQUARTERS

(Continued from page 11)



Photo 6: A close up of the drive adapter components. If the 90-degree drive were assembled, the large gear and cover plate would be at the lower left on the adapter body with the small gear protruding toward the upper center of the photo. The starter motor mounts to the flange in the center of the photo.

There is another possibility. We heard, that the Tempest starter does not use gears and may be advantageous in both weight saving and turning resistance. We do not have direct experience with the Tempest starter but are looking forward to seeing it in

action.

Now you know more than you ever wanted to know about the Continental 90-degree starter adapter!

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



NEWS

Multiple Aircraft Groups to Make EAA AirVenture Oshkosh 2016 'Aviation's Family Reunion'

Among the aircraft types celebrating anniversaries at Oshkosh are: **Van's RV-6** – 30 years, **Ultralights** at Oshkosh – 40 years, **Cessna C120/C140** – 70 years, **Navion** – 70 years, **De Havilland Chipmunk** – 70 years, **Interstate Cadet** – 75 years, Grasshopper (**L-Bird**) – 75 years, **Stearman Aircraft** (Warbirds and Vintage), commemorating Boeing's 100th anniversary

Young Eagles Pilots: Complete Youth Protection Plan Requirements

"This training is available to all EAA volunteers who work with youth and Young Eagles pilots, chapter coordinators, and field representatives, free of charge, at www.eaa.org/youthprotection." See box below.

Upcoming SportAir Workshops:

None in San Antonio Area in January

Upcoming Webinars: <https://www.eaa.org/en/ea/aviation-education-and-resources/aviation-videos-and-aviation-photos/ea-webinars>

1/27/16 7 p.m. CST Synergy Aircraft Overview

John McGinnis

Every homebuilder has heard the expression 90 percent done, 90 percent to go. But few are asked, "When will it be done?" as often as EAA member, designer, and composite builder John McGinnis. The unique, futuristic Synergy aircraft he is building in Montana has attracted worldwide attention and acclaim. John will inform about the Synergy project and answer these questions: What's all the fuss about anyway, and what's going on up there these days? Will it be at Oshkosh? Is this thing for real? When will it be done? Find out in this thorough, highly visual webinar that covers it all, from the Eureka moment of the invention to the farsighted business vision, and even some details no one has seen.



IMPORTANT CHANGES TO YOUNG EAGLES VOLUNTEER REQUIREMENTS

Phil Vaneau

Starting 1 May 2016 EAA will require all volunteers and staff interacting with Youth to complete:

- 1) EAA Youth Protection Course & Test
- 2) Criminal History Background Check.

As we are currently planning our Spring Young Eagles Rally, I would highly encourage all Pilots and Ground Volunteers to complete the training now. The criminal background check can take up to 10 days to process but is good for 3 years and . I was able to accomplish both requirements in 15 minutes. Go to www.EAA.org/youthprotection for a summary of the requirements and instructions on how to accomplish them. You can accomplish everything on your EAA online Account. If you have any questions, give me a call at (210) 887-3135.



Air Academy Thanks!

EAA Chapter 35 Air Academy Scholarship Recipients

2007 Matthew Crenwelge

2008 Collen Cherry

2008 Danny Mills

2009 Aaron Stallings

2010 Kirkland Monaghan

2012 Ryan Pavlich

2013 Carson Casey

2014 Amanda Pavlich

2015 Samuel Murley

One of our Chapter's major philanthropic endeavors is to send at least one deserving young man or woman to Air Academy each year. Every now and then we hear back from those folks via mail or e-mail. Here are a couple of recent memos.

Dear Chapter 35

These days I have been really busy with my senior year of high school. I have tried to get back into the rhythm of taking flying lessons, but it is hard to find time and I keep running out of money (but what pilot doesn't have that problem). I am washing airplanes out at Boerne Stage in order to make money for the flying lessons. My experience at the Air Academy was fantastic, it is something that I will remember for the rest of my life and I am so thankful that the chapter sponsored me to go there. My trip to the Air Academy did reignite my passion for aviation and is making me really pursue my private pilots license. The workshops there taught me quite a bit, but the class that I took the most away from was the welding class. I cannot express how thankful I am to the chapter and EAA as a whole for sending me on such a great trip.

Sam Murley

Hello Chapter 35,

I have graduated from Oklahoma State University with a BS in Aerospace Administration and Operations / Professional Pilot and a minor in Aviation Management. I am working as a full time flight instructor in Weatherford, TX for Nationwide Aviation. I am just a few hundred hours away from applying with the airlines.

My Air Academy Experience was unforgettable. I still keep in touch with friends I made there. It was also my first time to Oshkosh which was an incredible experience. The biggest thing I found useful from camp was the networking. Because I have kept in touch with many of my friends from camp many doors have opened for me.

Thank you again for that awesome experience a few years ago.

Kirkland Monaghan

San Antonio Aviation and Aerospace Hall of Fame 2016 Inaugural Dinner March 31

The San Antonio Aviation and Aerospace Hall of Fame will hold a historic inaugural dinner to honor San Antonio's Aviation and Aerospace History and to nurture our future generations of aviation and aerospace innovators.

Honorees will include Maj. Gen. Benjamin Foulois, The Air Education and Training Command, Eddie, Katherine & Marjorie Stinson, Southwest Research Institute, Durrell U. "Dee" Howard, Edward "Ed" James Swearingen, Joseph A. Wilson, Richard Fessler and the program will feature a tribute to Lt. Col. Richard E. Cole (Ret.) and the Tuskegee Airmen, and an aviation and aerospace exhibit

For more information see <http://www.deehoward.org/saaaof-2015-dinner> or e-mail wfagan@deehoward.org.

New Student Pilot Application Requirements

The FAA has issued a new rule that requires student pilots to apply for, obtain, and carry a plastic pilot certificate to exercise the privileges of the pilot certificate.

Additionally, student pilots must now apply in person at a Flight Standards District Office, through a Designated Pilot Examiner, with an airman certification representative associated with a part 141 pilot school, or with a CFI.

Student pilots who currently have a paper student pilot certificate may continue to use it, or can request a plastic replacement for \$2. The plastic certificates will not expire, which will give the student unlimited time to complete training without having to apply for another student pilot certificate. For more information on the rule, which becomes effective April 1, 2016, go to <https://federalregister.gov/a/2016-00199>.

JANUARY MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to Charlie Brame, Tom Morgan and Ira Wagner for correctly identifying our first mystery plane of 2016 as the Douglas Aircraft Company A2D Skyshark. The A2D was developed in response to the Navy's request for a turbo-prop powered airplane to operate from its' escort class aircraft carriers. The first flight of Skyshark occurred at Edwards AFB on 26 May, 1950.



Although the A2D resembled the Douglas AD Skyraider and was intended to be the AD's replacement, it was actually an entirely new airframe built



Readtiger.com The only remaining A2D on display at Idaho Falls Regional

to handle the 5,100 hp developed by the Allison XT-40-A2 turboprop engine. The XT-40 was essentially two Allison T-38 power sections mounted side-by-side driving two 14 ft. diameter three-bladed contra-rotating propellers through a common gearbox. The engine was mounted mid-fuselage below the pilot.

The Skyshark had a wingspan of 50 feet and was 41 feet long. Empty weight was 12,900 lbs., loaded weight was 18,700 lbs. while maximum takeoff weight was 22,960 lbs. Maximum speed was 500 mph, cruise speed was 275 mph and the range was 1,900 miles. Rate of climb was an impressive 7,290 ft./min.

Problems with the Allison turbo-prop engine led to the fatal crash of the first prototype and eventually to the demise of the entire A2D program. By the time Allison was able to deliver a production version of the T-40 engine in 1953, the Navy had started mothballing the aircraft carriers the A2D was intended to serve on and the Douglas A4 Skyhawk carrier-capable attack jet had entered production making the Skyshark obsolete before it ever made it into full production.

Although the Navy intended to purchase over 80 A2D's under its' contract with Douglas, only 12 were built, 2 prototypes and 10 preproduction aircraft. At least 4 of the 10 preproduction Skysharks never flew before being scrapped. The only known surviving A2D is currently on display at the Idaho Falls Regional Airport.



Wikipedia Allison T-40 engine

Sources for this article include:

https://en.wikipedia.org/wiki/Douglas_A2D_Skyshark

https://en.wikipedia.org/wiki/Allison_T40

<http://www.joebaugher.com/usattack/azd.html>

http://www.aviastar.org/air/usa/douglas_skyshark.php

https://readtiger.com/wkp/en/Douglas_A2D_Skyshark



NAME THE PLANE

Here is our second Mystery Plane for 2016. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. Who designed and built it?
2. What was its designation and/or name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. What year did it first fly?
4. What popular airplane evolved from this design?



Brian Goode

SHIRT NEWS The EAA Chapter 35 Fishing shirt inventory is being replenished and the order should arrive before the next Chapter meeting. If you placed a special order, it will arrive at the same time, so bring your check book or a handful of cash to the meeting and pick up your merchandise.

The new Safety Yellow golf shirts went fast. There were only a couple of these bright shirts left, so we ordered a couple of moreso we would have some for to sell at the February meeting.

LOG BOOK TOTE BAG We have one (1) log book bag remaining. It would be good for storing your aircraft log books, your laptop computer, iPad or personal "stuff" when traveling. Only \$29.00 gets this last of a kind.



Wash Wax All Products: The Country Store has recently become a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics on the San Antonio International Airport.

We have ordered some inventory which will be on display at the Feb meeting. We will be doing a show and tell of some of the products at the meeting, so be sure and attend.

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



MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short Sleeves	Men's & Lady's	\$43.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close Out	\$3.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	See us for exclusive member's only pricing
	Quart -32 Oz	
Mop Head with Pads	Washable	
Scrubbing Pad with Handle	Reusable	

All prices include 6.75% sales tax

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

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2016 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

FEBRUARY	13	LUNCH MEETING <i>The Life of a Global Delivery Pilot" -Philip Vaneau</i>	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	12	Fourth Annual San Geronimo Open House	EAA Chapter 35 Clubhouse Noon to ???
APRIL 	9	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 	14	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	11	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	9	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	13	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	8	BOD Meeting LUNCH MEETING	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER 	12	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DFCFMRF 	10	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

For Sale Taylorcraft BC-12D Early 1946 fully restored Taylorcraft BC-12D (A-65) for sale. Spare engine components available if interested. Contact Doc Hecker at 210-391-1072 or tcflflying-doc@yahoo.com. *(expires Feb 2016)*

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

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

40X34 ft. Hangar for Rent at San Geronimo, available 1 Jan. Utilities furnished. Call Joe @ 210-710-6063 *(expires Mar 2016)*

40 x 35 Hangar available first of March. Near runway, electric, water, concrete pad. Ron ODea 210-488-5088, r2av8r@gmail *(expires May 2016)*

To post a classified—contact the editor at eaa35news@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

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-ins <http://www.flyins.com>
- Fun Places <http://funplacestofly.com>
- International Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Feb 13-14

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Feb 14

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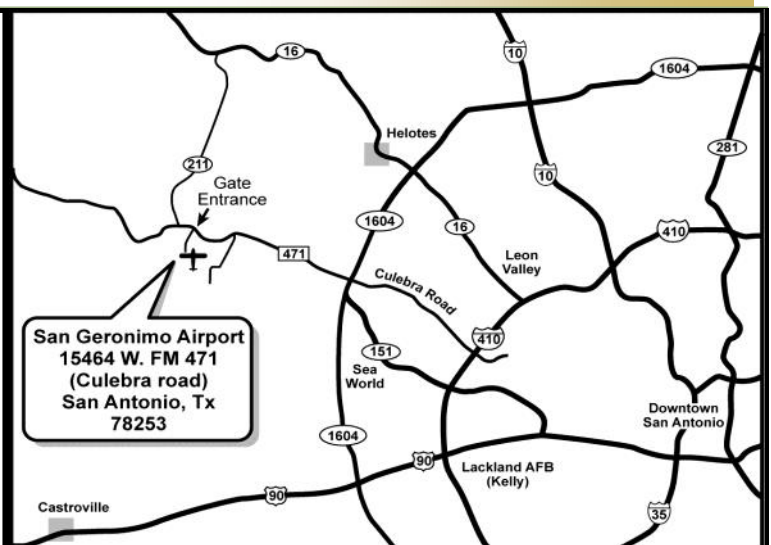
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Chapter 35 meets
Each Second Saturday of the Month
Lunch Meeting
13 February
11:30
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](#)

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