



October 2016

Volume 58 Issue 10

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Next Event
October 8

Fly-Out Drive-Out
Mooney Plant
Tour

Meet at 1000
Chapter 35 Club-
house

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YOUNG EAGLES EVENT SUCCESS

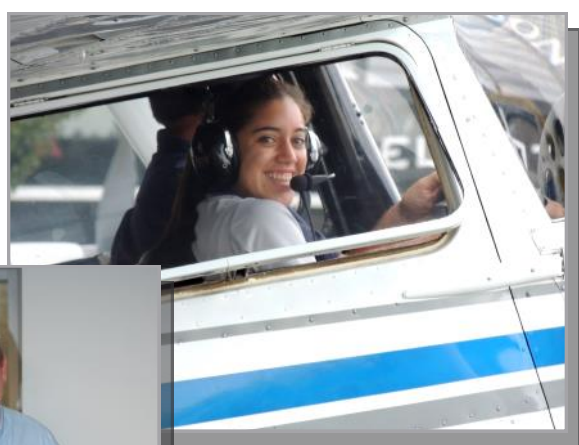
Phil Vaneau

On Saturday, 24 September, Chapter 35 shined with our participation in the second “Girls in Aviation Day Camp” at Stinson Municipal Airport.

This event was planned by the Alamo City Women in Aviation (WAI) Chapter and included 50 girls. The WAI introduces girls and young women to all the opportunities in the aviation world.

It all started when the local WAI President, Mel Vasquez, approached me a few months ago about partnering with them on an Aviation Day Camp. We jumped at the opportunity to participate with an organization that mentors and supports girls

and young women. Sponsors and participants of the event included Boeing, USAF, USN, Airlife, SkySafety, Flight Safety, Hallmark University, Civil Air Patrol, Commemorative Air Force, PreFlight,



Alamo Colleges, Dee Howard Foundation, Hispanic Aviation Association, Barrio Aviation, The Pilot Shop, and San Antonio Airport System.

The Day Camp consisted of 8 stations lasted ap-

proximately 30 minutes each. They included: Chapter 35 Ground Briefing & Flight, Static Displays, Preflight, Navigation, Tower Visit, Hallmark

Academics, USAF RPA & Civil Air Patrol, and Boeing. The day ended with a Career Presentation and Women’s Question & Answer Session.

Chapter 35 provided the Young Eagles flights and briefed them on their follow-on benefits. The day started with Mother Nature eventually cooperating to allow our airplanes to arrive from all corners of the San Antonio area. We ended by safely flying 40 girls in 21 flights. Our pilots and volunteers did an awesome job making the girls feel comfortable and giving them an experience of a lifetime. As expected, some of the girls looked

(Continued on page 4)

FLY/DRIVE OUT
MOONEY PLANT TOUR!
See details inside.



PRESIDENTS COCKPIT

**Steve Jones**

Really Chuck, it's already October? Where has this year gone already. I only just wrote the September column yesterday and I'm not sure I even slept since then!

Indeed fall is here. It is finally that glorious fly-in, \$100 hamburger and outdoor activities time of year. Finally we can fly without losing teeth in the turbulence or worrying about our tires melting into the pavement or navigational instruments (that would be our i-pads) overheating in the cockpit.

It is time to fly!

In case you missed it like I, regrettably, did; Chapter 35 had an excellent Young Eagles Rally with a lot of help from a lot of folks. Phil Vaneau, somehow, managed to coordinate the entire shindig from around the planet. And, with the confidence he always exudes, he just knew it would all fall together. And it did. It did so because everyone chipped in and did whatever was needed.

I hope that those of you who were able to make it had a great time. They are always special. More, though, I hope that each of you that missed this opportunity will make a personal resolution to help with the next one. They are really rewarding.

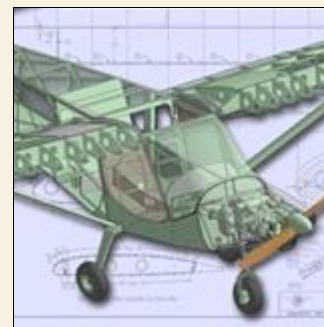
We also had an amazing discussion at our last meeting. First I just have to say that the spaghetti was most excellent. BJ O'Dea fed the whole lot of us with her stellar concoction and the group piled on with devine deserts ... now I am really hungry. Anyway, thank you very much!

We heard a really informative briefing (that would be a military term) on fire retardant/fire protective garments. I really never considered that we do face hazards when we test fly our planes or even on a routine hamburger run. Why not wear protective clothing that not only looks cool, but can save a life. Hmmm.

The video of regular nylon clothing in a fire was sobering. For those that missed it, nylon went up like a firework, engulfing the manikin in a second. Whereas the Nomex clothing did not ignite and provided enough protection to get away from the fire. That is what it is for. Nomex outergarments are available used and new online from several sources, or if you happen to be up at Oshkosh, there is always a reseller with a bunch in the Aeromart.

From a technogeek perspective, EAA has a very cool new option for members, especially those who are designing or building aircraft or even just designing parts for 3D printing or machining. EAA members now have free access to the **SolidWorks** Student Design Kit - EAA Maker Edition for personal, educational use. Members can access the following benefits: hardware requirements and instructions to download the software, guest access to

MySolidWorks (includes the manufacturing network, tutorials, webinars, and forums), a place to store and share designs, and much more! Visit the [SolidWorks Resource Center](#) for more information and program updates.



Now, on to next month. We have a unique opportunity to visit the Mooney plant in Kerrville. This will be our first Fly-Out/Drive-Out event in a while and it promises to be just awesome. Mooney will have just completed certification on their newest rocketship, and if you have not seen the planes they build up there now—you will be amazed. These are not the Mooney's we grew up with, but they are sure ones to dream about!

Pay attention to the guidance in this issue. We will all meet at the clubhouse first to make sure that everyone has a seat. If you can drive, please do and share your car. If you need a ride, we will ensure you have one.

Darren sent out an e-mail with a link to register or RSVP. If you did not get that e-mail, [Click Here](#) or call him to let him know you are coming and how many family or friends you are bringing. His number is in the [back](#).

Freda and I are hoping to fly up, and I suspect many of you will. After all, we are all about aviation.

Fly Safe!



NEW MEMBERS

Please Welcome our newest member:

Patrick Clever from San Antonio

He is an Instructor Pilot for the C-5 with USAF Reserve who flies with our member Matt Van De Walle. Pat is an ATP Pilot who also flies and owns a V35A Bonanza. You may contact Pat at cleverpilot1@yahoo.com.

CHAPTER BU

Hangar Space Available

Building a Project? Assembling a kit?

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

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SEPT 30 OCT 2



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www.rangerairfield.org



Elm Creek Airpark, Seguin, TX

20th Annual Fly-In

Saturday, October 29, 2016

10am to 3pm

Lasagna Lunch starting at 11:30

\$10.00 per person – Halloween attire encouraged

Raffle at 12 pm

AIRCRAFT PARKING

Multi-com Frequency 122.9
2280 x 80 ft. turf
Elevation 550 ft MSL
4 mi. SSW of Seguin

TRAFFIC PATTERN

RUNWAY 14 LEFT
RUNWAY 32 RIGHT
LAT/LONG: 29-30-18N/097-59-49W

FAA Identifier: 0TX6

Monitor 122.9

Look for "Follow Me" golf carts

WX ASPS at BAZ

119.325 (830)629-7979

Fuel @ New Braunfels 12 nm N

Aviation related questions?

Call Steve Sewell – 210-844-2156 or

email: sjewell@gmail.com

Sponsored by Elm Creek Homeowner's Assoc. Social Committee

For prior fly-in photos see www.elmcreekairpark.com

Carol Sewell – Publicity – 210-844-2155 or casewelltx@gmail.com



Movie Night October 28th, 6:30pm

Now that the temperatures have started to drop and fall weather is slowly moving in, we've decided to host a fall movie night on October 28th, starting at 6:30pm with the film starting at 7:00pm.

Movie still to be determined.

Food to be served - BBQ Pulled Pork along with sides, refreshments and dessert.

Please plan to BYOC (Bring Your Own Chair) for movie seating. We hope you can make it!

... 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

YOUNG EAGLES CONTINUED

(Continued from page 1)

hesitant when they went out to fly, but they all returned with huge smiles and a jubilant spirit. This said it all about their experience. A huge thanks goes out to all our pilots...Charlie Brame, Ron O'Dea, Matt Van De Walle, Chuck Fisher, Darren Bond, Steve Sewell, Edward Benson and Ground Volunteers...Andrea McGilvray, Darren Medlin, Peggy Fisher, BJ O'Dea, Jared Bond, Fred McMahon, Craig & Ruth Geron, Dave Baker, and Susan Vaneau. Chuck Fisher even flew his new(er) Navion to be a static display, but jumped to fly some Young Eagles in the old warbird. Everyone contributed to a highly successful event which was covered by News 4 San Antonio.

Additional support for the event came from the Stinson Brown Bag Touch 'n' Go Restaurant which supplied breakfast and lunch for the girls and volunteers. The Stinson Airport Staff, headed by Morris Martin, also provided us with Fantastic support with ramp operations, maintenance, security, facilities, and Air Traffic Control!



Overall, the event was a huge success with lots of happy girls and parents. Chapter 35 helped touch their lives and surely helped spark interest in

aviation. If you know of any girls or young women who might be interested in aviation, have them check out the Women in Aviation Website at www.wai.org. It has some great resources including scholarships.



Editor's Note: Phil always replies to my notes with "Sent from somewhere in the world from my iPad" Little did I know that indeed as this complex planning was occurring—he was in AFRICA!. The Vaneau power-team (pictured on the front) literally arrived in this hemisphere less than 12 hours before the start of the enormous event and still pulled it off like they'd been setting up for days. Now that, folks, is dedication!

See more photos in the following pages



MOONEY PLANT TOUR AGENDA

This October Chapter 35 members will have a unique and exciting opportunity to visit the newly revitalized Mooney aircraft factory on October 8th. We encourage everyone to join us for this rare opportunity. However, we will need to work together to ensure everyone who wants to come can do so. Thus we will need many of you to come prepared to be drivers for the rest of the group.

By now you have seen an RSVP call by e-mail. If you forgot or are unable to RSVP, you may still come, but please make sure you come to the clubhouse as below.

- **10:00AM ALL* meet at the clubhouse**
 - Sign-In., assign passengers to drivers and pilots
 - Pilots also need to sign in at the clubhouse so we can get you to the restaurant



MOONEY
WE LOVE TO FLY. FAST.

- **10:15 AM – drivers depart** (please don't forget anyone!)
- 10:45ish Pilots depart.
- **11:30 tour starts at the Mooney plant.** Maps will be provided for drivers and instructions for Pilot parking will be distributed prior to departure.
- 13:00ish lunch at the nearby Burger Barn. Depending on available cars vs. planes, some drivers may be asked to make two trips to carry pilots to lunch.

**For folks driving from the Kerrville/Comfort area – you may join us at the plant, and if possible come prepared to chauffeur flyers to the restaurant.*

This is a rare opportunity and I hope everyone will be excited to see the really hot new planes our local Texans are cranking out up there.



MOONEY – A TEXAS TRADITION

Daren Medlin

You've doubtless seen their planes and the distinctive vertical leading edge stabilizer. Mooney's have a well-deserved reputation for speed and their web site corporate logo includes the phrase "We Love To Fly, Fast". Their newest models are the fastest production piston powered planes available anywhere.

What I did not know until perusing the Wikipedia entry for Mooney was that they once were the US distributor for the speedy Mitsubishi MU-2 and even produced their own spinable version of the Ercoupe, known as the Mooney M10 Cadet.

According to that Wikipedia article the company was started by brothers Al and Arthur Mooney in 1929 in Wichita Kansa but went bankrupt the next year with the onset of the Great Depression. One of the brothers, Albert Mooney, was an aircraft designer and continued to work in the industry and on his own designs until after World War II when, with the help of partners, the company was reestablished in 1946 in Kerrville, Texas. Though both Mooney brothers moved on to Lockheed the company continued to produce designs, some of which were renamed and picked up by other manufacturers. Mooney has been through multiple domestic and foreign owners and did not produce new aircraft between 2008 and 2014 when overseas investment allowed them to resume new production.

Some notable Mooney aircraft include:

Their spinable version of the Ercoupe (59 produced) M10 Cadet. The docile Ercoupe, which they'd previously produced, had its flight characteristics tweaked and tail redesigned to allow pilot trainees to earn unrestricted licenses in this plane.

The nimble M-18 Mite, a low-wing,



https://en.wikipedia.org/wiki/Mooney_M10_Cadet.



https://en.wikipedia.org/wiki/Mooney_M-18_Mite Downloaded 19 September 2016

single place, retractable tricycle gear, wood and fabric plane marketed to former WW II fighter pilots (283 produced).

The 4-seat M-20 and its multiple variants, with over 11,000 produced, is their most prolific model.

The company is now awaiting FAA certification to make delivery on

their latest models the M-20V Acclaim Ultra with a twin turbo Continental TSIO-550-G and its lower priced cousin the M-20U Ovation Ultra with a conventionally aspirated Continental IO-550-G. These new M20s have a composite skin enclosing the cabin and, in a much requested upgrade, a pilot side door. The pilot can now step directly into his or her seat and the doors themselves are larger making back seat access easier. The interior is modernized and has a luxury car feel.

M-20V Acclaim Ultra

An all composite three seat design called the M10 has a similar interior design and is probably two years away from production according to the Mooney sales and marketing director. The prototype made its maiden flight last December from their Chino California facility.



https://upload.wikimedia.org/wikipedia/commons/e/eb/Mooney_Acclaim_Ultra.jpg. Downloaded 18 September 2016

I've not gotten any word about a "tour price" discount on a new Mooney but you can always ask!



February 1965

Pictured here are members of San Antonio, Texas EAA Chapter 35 during a recent tour of the Mooney Aircraft, Inc. factory at nearby Kerrville, Texas. The group is shown next to the firm's new 2,500 ton hydropress which will be used in the multiple forming of parts. Since this picture was made, the huge press has been housed in its new 8,400 sq. ft. building with other hammer-house equipment. Chapter President E. F. Meyer (left, wearing cap), flew his re-manufactured Taylorcraft, N-95590, to Kerrville for the tour which was arranged by Mike Rodriguez (right, next to Meyer), former Mooney engineering department employee. EEA visitors from San Antonio also included Robert LaVern Carpenter II, Robert L. Carpenter, Dale McCreight, Jr., John C. Knight and family, Aaron W. Jackson, Stanley D. Thomas, Mr. and Mrs. S. A. Mathisen, C. E. Heskin, and the Mike Rodriguez family. Vernon J. Burns, EAA member from Ingram, joined the group at the Mooney plant, located at Louis Schreiner Field.

FROM HEADQUARTERS AND OTHER NEWS

EAA ANNOUNCES TRUTRAK STC PROJECT

September 22, 2016 - EAA and its subsidiary EAA STC, LLC are working with TruTrak Autopilots to bring its Vizion autopilot system to type-certificated aircraft. EAA STC has submitted an application to initially certify the system in Cessna 172 series aircraft, with a goal to expand the list of eligible aircraft to as many as possible.

"We are already well into the process of making low-cost autopilots available for EAA members with type-certificated aircraft," said EAA Vice President of Advocacy and Safety Sean Elliott. "A certification plan for the TruTrak technology is being drafted and we will be hard at work on this project over the next few months."

EAA's Accessible Safety STC, which allows the installation of Dynon EFIS-D10A and EFIS-D100 systems in certain Cessna and Piper models, was awarded in April of this year. The list of eligible aircraft is in the process of being expanded based on enthusiastic feedback from EAA members, and EAA expects to pursue the Dynon autopilot system for certification following TruTrak.

"For years we have heard from our members with standard category aircraft that they want the ability to install the affordable, safe, and powerful equipment that has served the amateur-built community for decades," Elliott said. "EAA, with the willingness of the FAA to pursue alternative paths to certification, is making it happen



WEBINARS

Registration is required, and space is limited. (click links or check EAA website)

10/5/16 8 p.m. CDT **Who's Responsible for What?**

FAA Wings & AMT credit Mike Busch

10/12/16 7 p.m. CDT **An Introduction to Soaring Flight**
FAA Wings credit Scott Manley

10/19/16 7 p.m. CDT **The EMG-6 Electric Motor Glider**
Brian Carpenter

10/26/16 7 p.m. CDT **Engine Out Survival Tactics**
FAA Wings credit Nate "Buster" Jaros

SPORT AIR WORKSHOPS

December 10-11, 2016: Houston, TX

LET US KNOW ABOUT YOUR ACHIEVEMENTS!

Have you reached a milestone recently? Passed a checkride, given your first or hundredth Young Eagle flight, flown your homebuilt for the first time? Tell us about it at [editorial@eaa.org!](mailto:editorial@eaa.org)

BARIO AVIATION NOW PART 141 SCHOOL!



Part 141 Certification Awarded

Contact Us

Welcome to

10600 Airport Dr. Ste. 2
Castroville, TX 78009
830-460-9028 ext. 101
info@barioaviation.com
www.barioaviation.com

Bario Aviation Inc. earned FAA accreditation as a Part 141 certified school. They will be accepting students for the fall semester of Part 141 Private Pilot Ground School starting 1 October.

This course is a new opportunity for those who like a formal class setting enhanced with the addition of the Jeppesen online course while maintaining textbook application.

This is a complete learning process that will improve your ability to successfully complete both FAA written and oral exams. Bario Aviation Inc. offers a refreshing and fun environment where learning is achieved and the highest standards met.



ADS-B REBATE NOW AVAILABLE

AOPA News reported that several thousand pilots have already taken advantage of the FAA \$500 rebate for installing ADS-B equipment.

The FAA is offering a \$500 rebate to help owners of less-expensive general aviation aircraft equip now with the required avionics. Starting January 1, 2020, you must be equipped with ADS-B Out to fly in most controlled airspace. The program will run for one year from September 19, 2016 or until all 20,000 rebates have been claimed.

To Qualify the equipment must be TSO certified and be acceptable for your aircraft. The FAA will only authorize certain systems for the rebate. Check first!

1. Decide on the system, 2. Submit a Rebate Reservation form online
3. Have the system installed 4. Fly and validate correct operation with the FAA. Once all of this is done, you will be issued a refund.

See complete details and all online forms at <https://www.faa.gov/nextgen/equipadsb/rebate/>



SAFETY NOTES & NOTAMS

FLY THE AIRCRAFT FIRST



Ron O'Dea Safety Officer

Every once in a while it's good to get back to the basics of managing a flight. I have often witnessed pilots carrying on conversations with passengers during preflight, tuning radios and GPS while taxiing and just not paying attention to the tasks at hand.

*NTSB accident data suggest that pilots, while distracted by less essential tasks, have lost control of their aircraft and crashed. In light of this pilots are reminded to maintain aircraft control at all times. This may mean a delay in responding to ATC communications and passenger requests, or not responding at all unless positive aircraft control can be maintained throughout. In other words, **Fly the Aircraft First!***

Below is an excerpt from FAA Safety Brief which speaks to these issues. "Keep your brain in the game"! and be safe out there.

NTSB accident data suggest that pilots, while distracted by less essential taskings, have lost control of their aircraft and crashed. *In light of this pilots are reminded to maintain aircraft control at all times. This may mean a delay in responding to ATC communications and passenger requests, or not responding at all unless positive aircraft control can be maintained throughout.* In other words, **Fly the Aircraft First!** It's as Easy as A-N-C From the earliest days of flight training, pilots are taught an important set of priorities that should follow them through their entire flying career: **Aviate, Navigate, and Communicate.** The top priority — always — is to aviate. That means fly the airplane by using the flight controls and flight instruments to direct the airplane's attitude, airspeed, and altitude. Rounding out those top priorities are figuring out where you are and where you're going (Navigate), and, as appropriate, talking to ATC or someone outside the airplane (Communicate). It seems simple to follow, but it's easy to forget when you get busy or distracted in the cockpit.

A famous example of failure to follow the established aviation priorities is the crash of Eastern Airlines Flight 401. In December 1972, the crew of a Lockheed L-1011 TriStar became focused on the malfunction of a landing gear position indicator light for the nose gear. The plane subsequently descended into the Everglades northwest of Miami, killing 101 of the 176 people on

board. Despite all the advantages the crew in this situation had (there were four professional aviators in the cockpit), the outcome was still disastrous because the entire crew became engrossed in the mechanical issue and no one was left to keep the airplane in the air. While there were other contributing factors in this accident, the most critical was failure to aviate.

Disconnect from Distractions

As we can see from the Eastern Airlines example, distractions can be deadly in an emergency situation and can rob your focus from more critical items or tasks. Do everything you can to minimize distractions from every source. If you have passengers aboard, **explain sterile cockpit practices during the preflight briefing**

and again when you conduct the pre-landing briefing. Even if you are alone, it is a good idea to self-brief. Verbally reviewing sterile cockpit procedures can help you establish the focused, no-nonsense mindset you need for critical phases of flight. Also consider giving your passengers a job to do such as scanning for traffic or calling out altitudes. Staying ahead of the airplane is another good way to stave off distractions. That way, if something comes up during a flight, you'll have more time to assess its impact on safety and determine an appropriate course of action.

It's All a Matter of Priority

Part of the PIC's responsibility for preflight planning and conduct of the flight is to avoid situations that require a choice between breaking regulatory barriers (e.g., Class B airspace) and breaching physical barriers (e.g., the ground or an obstacle such as a building). But when such a choice must be made, it's important to evaluate the risk, make the best choice for safety of flight, and remember the mantra of **Aviate, Navigate, Communicate.**

A final thought: if you think you might be in an emergency, then you probably are. **Use the PIC's authority and declare an emergency.** It's always better to explain your actions from a safe place on the ground than to have the NTSB speculating about them in a report you aren't around to read.



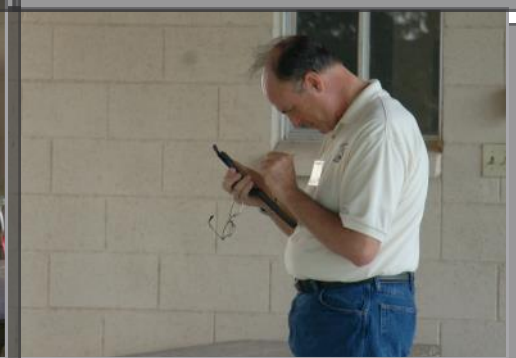
YOUNG EAGLES—GIRLS AVIATION DAY CAMP SEPT 2016 PHOTOS BY DAVID BAKER AND PEGGY FISHER



YOUNG EAGLES—GIRLS AVIATION DAY CAMP SEPT 2016 PHOTOS BY DAVID BAKER AND PEGGY FISHER



SEPTEMBER 2016 MEETING AND PRESENTATION BY RICHARD ELDER



SEPTEMBER 2016 MEETING AND PRESENTATION BY RICHARD ELDER



THE BUILDER'S CORNER

ANNUAL INSPECTION SURPRISES

Mark Julicher

Sometimes there are indicators that an annual inspection is going to go badly. Such it was with a certain Grumman AA5A. We had never before done an annual on this plane and did not know very much about it, but during the initial cockpit check we noted that the whiskey compass was half full, neglected, which to me is a warning to go slowly and be suspicious.

Everything started out benignly. We removed the cowling and did the compression check which was OK ... sort of. I had to stand on tiptoe to hold the propeller blade whilst Vic did the honors with the pressure gauges. Odd, why should I have to hold the propeller this way? A scan through the maintenance manual told the tale that the propeller was clogged incorrectly. Sure, the propeller was bolted to the engine OK, but the number one blade should have been at 10 o'clock instead of 1 o'clock when number one cylinder was at top dead center. This little error can cause extra vibration and rob power. The propeller was easy to correct, so on to the fuel system.

Interestingly, The AA5 does not have a gascolator. Instead, all the fuel runs through a filter inside the fuel pump. It is essential

to look at this filter and it is specifically called out on the annual checklist. Now we typically find a bit of debris in fuel filters on about 10 percent of annual inspections, but we got a big surprise when we opened this filter cap. It was seri-



Photo 1: Electric fuel pump. This pump is common in many planes. The filter is inside the black, quarter-turn cap at the bottom of the unit.



Photo 2: Dirty fuel filter. Note the piece of rivet.

ously contaminated, and what about that little shiny piece? Holy Cow, a rivet tail in the fuel filter! Either someone did some work with the fuel cap open, or this filter has been ignored for quite a while.

Next we began checking the logbooks and Airworthiness Directives. The first discrepancy we found was that this plane had half of a twin STC installed. What do I mean by that?

In this instance, there were two STCs issued together that should have been installed in tandem. The first STC was that the engine was modified with high compression pistons. This is a common upgrade to the Lycoming O-320. The second STC makes it legal for the airframe to be fitted with the modified engine. It takes BOTH STCs together to make the aircraft all proper and legal. This machine had one but not the other. No record of the airframe STC had been recorded. Not in the log, no 337, yuk. This oversight can be corrected easily, but how many annual inspections missed this detail? A ramp check might have caused severe heartburn for the owner of this plane. But wait there is more...

The engine log had my least favorite entry. "All ADs checked and complied with." Really? What about recurring ADs? It is poor practice to do significant work and dismiss it with, "All ADs CW." A separate AD record would have been fine, but there was none.

This particular engine has a recurring AD to have the crankshaft plug removed and the crankshaft bore inspected every five years. The last log entry stating crankshaft plug removal was 11 years ago. So can we be sure the AD was complied with more recently? No. When exactly was the plug last pulled? We could not tell, so we removed the propeller (again) and did the crankshaft inspection. Logbooks should have made it plain. Enough said.

When we check logs, we look for an entry for the central vacuum filter. These filters are not changed frequently so they are easy to forget. In this case there was no log entry at all. Upon visual inspection we found a dirty central vacuum filter with a sticker showing it was last changed in 1998. Grumman calls for changing it every 400 hours. By now you can see a pattern developing...

In the course of doing an engine inspection it is imperative that you check for exhaust leaks. In most cases this requires pulling off a muffler shroud and looking for exhaust stains. In the case of the AA5, one must loosen the alternator in order to have easy access to the muffler shroud. So we loosened the belt-tensioning arm and the end fell off. What? No way! Yes way. The end of the steel part had broken off and it fell on the floor. It was a matter of time before the alternator belt was going to

(Continued on page 13)

THE BUILDER'S CORNER

ANNUAL INSPECTION SURPRISES

(Continued from page 12)

go slack. We are still not sure how or why this piece broke, but it was an unusual finding. But on to the exhaust check.



Photo 3: Alternator tensioning arm.

With the alternator pushed out of the way it was a simple matter to remove the exhaust shroud. The Grumman maintenance manual calls out the nifty trick of pressurizing the exhaust system and using



Photo 5: Bubbles at an exhaust flange.



Photo 7: Bubbles at the end of the muffler.



Photo 4: Pressurizing the exhaust system via shop vac.



Photo 6: Bubbles at a pipe coupler and a different exhaust flange.

bubbles to check for leaks. We stuffed the gozoutta end of a shop vac up the tailpipe and turned it on. Then we sprayed leak detector on all the exhaust joints. (Leak detec-

tor is more professional and expensive than dishwashing liquid; we have to justify our rates somehow.)

Well next thing you know we had bubbles all over the place.

The owner of this plane was about to have a serious carbon monoxide incident. The muffler leak alone was going directly into the cabin air system so with the arrival of cooler weather this would have been trouble. The muffler was sent out for repair and all exhaust gaskets were replaced.



Photo 8: Fuel stain on the floor. This should get your attention!

The day following the discovery of the exhaust leak we were working around the plane and noticed a significant blue stain on the floor that turned out to be fuel from a wing tank.

The Grumman AA5 has a wet wing. The fuel tank is constructed by bonding metal to metal. In



Photo 9: Old fuel stain along wing trailing edge.

this case the bonding was separating at the wing trailing edge. Fuel was steadily seeping through a five-inch slit making a black stain on the bottom of the wing. The dark color indicated that this fuel leak had been happening for a significant time.

We cleaned the stain from the wing, (with Simple Green), and waited 24 hours. Photo 10 shows the same place the next day. This tank requires major repair.



Photo 10: Same place, fresh fuel stain. This is a running leak – dangerous.

At the time of this writing the annual is not quite complete. There are several more discrepancies to correct, but nothing too difficult. This Grumman should be back in the air by publication time. The wing tank must remain empty until it is repaired, but the maintenance manual allows the plane to be flown on the other tank until repairs can be made.

Editor's Note: None of us likes an expensive annual—but that is sure a lot better than the alternative! Mark Julicher is a technical advisor, A&P and accomplished writer. Visit him up at Bulverde Airport.



SEPTEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame, Ira Wagner and Cindy Burke for correctly identifying the September mystery airplane as the Transavia PL-12 Airtruk. This airplane falls into the "it's so ugly it's almost cute" category in my opinion. This thing would definitely draw a crowd at a fly-in!

The Airtruk was designed and built by the Transavia Corporation of Australia. It was developed from the Bennet Airtruk designed by Luigi Pelarini in New Zealand.

The PL-12's first flight occurred on 22 April, 1965. The Airtruk was primarily used as an agricultural aircraft but could also be configured as an air ambulance, a cargo aircraft or a passenger carrier. In the passenger configuration, it carried one person on the upper deck and four in the lower deck.

Although you may not be able to tell from the newsletter photo, the Airtruk is actually a biplane that used a strut braced sesquiplane bi-wing design. A sesquiplane design is one where the lower wing is smaller than the upper wing and in the case of the Airtruk, the difference in size is quite significant. The pilot sat high above the front mounted Continental IO-520 engine. The twin tail booms were connected to the pod-shaped fuselage with no connection between the two horizontal stabilizers.



Empty weight of the aircraft was 2242 lbs. and it had a maximum takeoff weight of 4244 lbs. In its crop-duster configuration, the Airtruk could carry up to 2000 lbs. of dry chemical or 216 gallons of liquid. Not quite sure how the math works since the airplane would be well over its maximum takeoff weight if fully loaded with chemicals, fuel and a pilot – but those are the numbers I found in the literature. Cruise speed was 117mph while stall was 45 mph.

In July of 1978 an improved version of the PL-12 called the T-300 Sky-



farmer was introduced. It was powered by a Lycoming IO-540. In 1985, some aerodynamic changes were made to the T-300 and this version became the T-300A. Transavia ceased production of the T-300 series in 1985 with the introduction of an extended version of the design called the T-400. The T-400 had additional aerodynamic improvements, the tail boom length was extended, and it was powered by a 400 hp Lycoming O-720. At least 120 Airtruks and Skyfarmers were built by the time production ceased in 1988. It appears there are only about four of these unique airplanes still airworthy today and several others in museums. If any of you are fans of the Mad Max movies, a modified Airtruk was used in "Mad Max: Beyond Thunderdome."

Sources for this article include:

https://en.wikipedia.org/wiki/Transavia_PL-12_Airtruk

<http://www.airliners.net/aircraft-data/transavia-airtruk-skyfarmer/379>

<http://www.powerhousemuseum.com/collection/database/?irn=83844&search=Australian+design&images=&c=&s=1>

For a promotional video of the Airtruk check out the following YouTube video:

<https://www.youtube.com/watch?v=v-asgDos5Ss>



NAME THE PLANE

Here's your October mystery airplane. 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 name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What was the intended purpose of this aircraft?
3. What year did it first fly?
4. How many were produced?





Country Store

Brian Goode

NEW NEWS: YOUR COUNTRY STORE HAS FOUND SOMETHING THAT COULD NAVE YOUR NAME ON IT:

OFFICIAL EAA CHAPTER NAME BADGES.

They will look like the picture below, but will have your name engraved on the badge.



They come with little magnets to hold them in place on your Chapter 35 Fishing Shirt or Safety Yellow polo shirt.

The modest cost of \$8.25 plus 56 cents sales tax =

\$8.80. Now here is the good news. If we get enough to qualify for a volume discount, that discount will be passed on to you, making your cost only \$5.28.

Stop by the Country Store at the next meeting and write down the way you want your name spelled on your badge, or email me the info today: ladybgoode@msn.com, so you won't forget. You can pay for the badge when it gets here.

SHIRT NEWS

Chapter 35 Country Store has plenty of Fishing shirts and yellow safety shirts in inventory. Stop by and pick up a couple. Christmas is right around the corner.

The Country Store is selling all of the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics.

Our prices for EAA Chapter 35 members are better than other outlets because our overhead is nothing. 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. It works well on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft. You could even wax your hangar floor with it.

We will have an instructive video running at the next meeting which shows the proper way to utilize the products. Check it out at the Country Store Table by the fireplace.

Finally: What would you pay for a 2 or 3 inch diameter decal like this that could be applied to your aircraft or other vehicles? ---Send me your opinion---



MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts"	Men's & Lady's	\$40.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$3.00
Official EAA engraved Name Badges	Maximum	\$8.25
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Check the prices at the next meeting.	

All prices include 6.75% sales tax

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

CLASSIFIED ADVERTISEMENTS

FOR SALE: INTERESTED IN AN ERCOUCPE? Here's a good one at 8T8. A 1947 CD, all metal, 85 hp, all cylinders in the high 70.s, all ADs current, sport plane qualified. All complete log books from the day of delivery to date, Bring your A&E and check book, make a reasonable offer, and fly it home.. Call Joe at 210-710-6063 (Expires Nov 2017)



FOR SALE: 1968 Cessna 150H. \$17,500 OBO. TTAC 3400 Hrs. TTSMOH 1420. Current Annual with sale. Maintained by Air Maintenance Inc. (830) 663-3074. Narco MK 12D, Narco 150A Txp, NEW pain, wheel pants, NEW tires, NEW bearings, NEW interior, rebuilt shimmy damper, custom wingtips (hard to make a bad landing), new brake pads, refinished center console, NEW tinted windshield, New metal air filter and more. Call Bob Drumm at (210) 684-3331 or email bigbobby@earthlink.net (Expires DEC 2017)



FOR SALE: 1965 PIPER CHEROKEE 140. \$25,000 OBO. I am selling my airplane that I have enjoyed for 15 years. It is listed on trade-a-plane for \$25,000, but is negotiable, especially for an San Geronimo EAA member. 1965 PA-140, 3090 TT, 468 SMOH, Narco Com 810, Narco Transponder AT-150, King AV8OR GPS, Airframe logbook starts in 1987, Engine logbooks since new, light damage on wing in 1998, Always hanged, Original paint, flies great.



Contact Severo Garza at sgarza830@gvtc.com or Aeromax at (830) 446-1064 (Expires DEC 2017)

To post a classified—contact the editor at ea35news@gmail.com

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

OLDY BUT GOODY

Ed and his wife Norma go to the state fair every year, And every year Ed would say, " Norma, I'd like to ride in that helicopter " Norma always replied, " I know Ed, but that helicopter ride is fifty bucks,

And fifty bucks is fifty bucks! "

One year Ed and Norma went to the fair, and Ed said, " Norma, I'm 75 years old. If I don't ride that helicopter, I might never get another chance"

To this, Norma replied, " Ed, that helicopter ride is fifty bucks, and fifty bucks is fifty bucks"

The pilot overheard the couple and said, " Folks I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and don't say a word I won't charge you a penny! But if you say one word it's fifty dollars."



Ed and Norma agreed and up they went. The pilot did all kinds of fancy maneuvers, but not a word was heard. He did his daredevil tricks over and over again, But still not a word...

When they landed, the pilot turned to Ed and said, " By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!"

Ed replied, " Well, to tell you the truth I almost said something when Norma fell out,

But you know, Fifty bucks is fifty bucks! "



2016 EAA Chapter 35 Leadership



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The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

OCTOBER	8	Mooney Aircraft Factory Tour 165 Al Mooney Road, Kerrville, TX 78028 Lunch at Burger Barn 5887 Texas 27, Center Point, TX 78010	Depart clubhouse by 1015 am Arrive Kerrville NLT 1130 for tour Lunch approx. 1 pm
NOVEMBER 	12	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart 2016 Chapter 35's Air Academy Scholar demo 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
DECEMBER 	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

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

Aero Vents

<http://AeroVents.com>

EAA

<http://www.eaa.org/calendar>

Fly-ins

<http://www.flyins.com>

Fun Places

<http://funplacestofly.com>Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Sept 30-Oct 2 Ranger Old School Fly-In and Airshow #10
Ranger Texas (F23)
www.rangerairfield.org

Oct 7-8 Antique Airplane Fly-In
Gainesville Municipal Airport (KGLE)
[Www.texasantiqueairplane.org](http://www.texasantiqueairplane.org)

Oct 15 Fall Fly-In / Wings and Wheels
Zuehl Airpark (1TE4) 9AM—3 PM
[Www.zuehlfield.com](http://www.zuehlfield.com)

Oct 15 -16 Lampasas Texas Young Eagle Flights
Lampasas TX (8AM—2 PM)

Oct 13-15, 2016 Anahuac Fly-In
Chambers County Airport (Too)
[Www.gyrosaway.com](http://www.gyrosaway.com)

Oct 21 - 23



Houston, TX
www.wingsoverhouston.com

Oct 22 Fly-IN and Transponder Check
Barrio Aviation, KCVB

Oct 22 Fall Fly-In and BBQ Fundraiser
Fayette Regional Air Center (3T5)
malvarado@truckandtracks.com

Oct 22 EAA Chapter 983 Annual Fly-In
Granbury TX (oTX1)

Oct 22 Bonham Festival of Flight
Bonham TX

Oct 28-30 Wings over Dallas WWII Airshow
Dallas Executive Airport (KRBD)
[Www.commemorativeairforce.org](http://www.commemorativeairforce.org)

Oct 28 Anderson Aviation Movie Night
Bulverde Airport 6:30PM
<http://andersonaviationtx.com>

Oct 29 Halloween Aircraft Poker Run
Waller TX (37XA)
[Www.facebook.com/skylakesairportassociation](http://www.facebook.com/skylakesairportassociation)

Oct 29 20th Annual Elm Creek Fly-In (10AM—3PM)
Elm Creek (Seguin) oTX6
[Www.elmcreekairpark.com](http://www.elmcreekairpark.com)

Nov 12 Anderson Aviation Lunch Fly-In
Bulverde Airport, 1200 noon
<http://andersonaviationtx.com>

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
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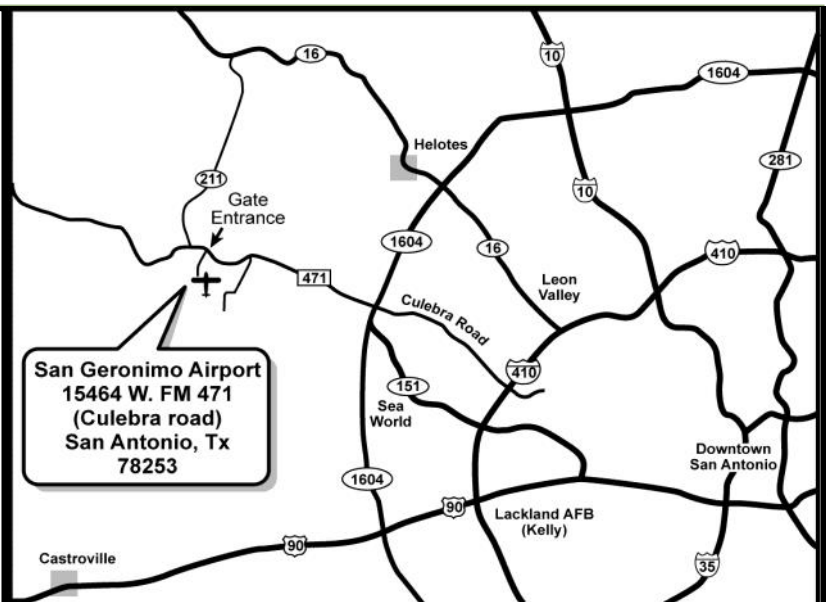
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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

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

*Chapter 35 meets
Each Second Saturday of the Month*

October 8
Fly-Out / Drive-Out
Mooney Plant (Kerrville)
1000
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 Airport (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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All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
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All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry



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



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

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

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



NEW



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



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



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



NEW

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



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



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



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



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



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



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



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



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



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



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



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