



BASICMED GOTCHA'S YOU SHOULD KNOW

January 2019

Volume 61 Issue 1

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Next Event

January 12,
2019

Lunch 1130-1230hrs
Program 1230-1330hrs
Chapter 35
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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By Chuck Fisher, MD

For many of our readers, BasicMed has been a good fit for them to continue flying with less concern about lengthy, costly periodic evaluations to renew an FAA Special Issuance. However, although I don't do BasicMed exams myself, I still am asked questions directly and see posts from fellow pilots who find the guidance a little confusing. And, in researching those answers, I've run across a few "Gotcha's" I found interesting and thought I'd share.

Before getting into the details, I need to mention that BasicMed is NOT an FAA medical certification of any sort. The class 3 medical has not changed at all. Instead, BasicMed is a pathway for The PILOT to certify HIMSELF, completely bypassing the FAA medical process. Therefore, there is no waiver authority. The pilot is either qualified or not based on what he or she decides is acceptable risk. Therefore, pilots using BasicMed absolutely must read and understand [Advisory Circular 68-1A - BasicMed](#) May 03, 2017 because no one is going to cross-check to make sure the pilot is doing this correctly - unless an incident prompts an FAA review. I also very highly recommend the AOPA reference page at <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly->

Lunch 1130-1230hrs
Program 1230-1330hrs
Andrea McGilvray-
Acro w/ Patty Wagstaff

[pilots](#) as a good resource too.

New Conditions: The question I am asked most often is: "What to do if a BasicMed self-certified pilot develops an illness?" The short answer is first ground yourself and treat the illness. All pilots, including those flying under BasicMed must comply with the self-grounding requirements of FAR 61.53 and FAR 91.17's prohibition on operations while using any drug that has effects contrary to safety. Worry about flying and certification after recovery or stabilization.

Advisory Circular



Subject: BasicMed

Date: 5/3/17 AC No: 68-1A
Initiated by: AFS-800 Change:

This advisory circular (AC) describes how pilots can exercise student, recreational, and private pilot privileges in certain small aircraft without holding a current medical certificate. It outlines the required medical education course, medical requirements, and aircraft and operating restrictions that pilots must meet to act as pilot in command (PIC) for most Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations. This AC is intended to be used as a resource for pilots operating under BasicMed. It is also intended to be a resource for State-licensed physicians who will be providing the required medical examination to those pilots.



John Barbagallo
Deputy Director, Flight Standards Service

BasicMed pilots will be able to return to flying after recovery from most conditions, once treated and stable, as long as they don't pose a risk (in the pilot's opinion) to flight safety. However, there are several specific illnesses that DO require the BasicMed pilot to go back to an AME and apply for and be granted a Special Issuance and class 3 medical (once granted most pilots will be able to return to BasicMed self-certification). These conditions are **specifically stated in the law** and include (note the emphasized "fine print"):

- A mental health disorder including a personality disorder
- (Continued on page 4)



PRESIDENTS COCKPIT

STEVE JONES



Slick Magneto Service Bulletin. Champion has issued Service Bulletin SB1-15A warning Slick magneto owners of potential decreased service life of Slick 4-cylinder magneto distributor gear assemblies manufactured with a copper electrode. Those so equipped should be serviced with a distributor gear containing a Monel electrode. Thanks to Brian Smith for

the notice. Review the service bulletin here: https://www.championaerospace.com/assets/technical/SB1-15A_20181112.pdf.

Piper PA-28/PA-32 Wing Spar Airworthiness Directive. FAA proposes to adopt a new airworthiness directive (AD) for certain Piper Aircraft, Inc. (Piper) Model PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-235, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-32-260, and PA-32-300 airplanes. This proposed AD was prompted by a report of a fatigue crack found in a visually inaccessible area of the lower main wing spar cap. This proposed AD would require calculating the factored service hours for each main wing spar to determine when an inspection is required, inspecting the lower main wing spar bolt holes for cracks, and replacing any cracked main wing spar. We are proposing this AD to address the unsafe condition on these products. The comment period for this NPRM runs through February 3rd, 2019. For more information: <https://www.federalregister.gov/documents/2018/12/21/2018-27577/airworthiness-directives-piper-aircraft-inc-airplanes>

Making a Difference. HQ EAA announced a new program to provide scholarships to deserving, aspiring pilots ages 15-19 and our own EAA Chapter 35 members are stepping forward to fill the new role as our Ray Foundation Aviation Scholarship Coordinator. Thank you!

Gone West – Dennis Scheidt. Stoic determination describes Dennis' approach to life's challenges. His approach served us well. A Navy veteran, Dennis continued his career as an engineer for Southwest Research Institute. He married sweetheart Gail and raised an army of successful children. In the face of adversity, he continued his passion for flying and instructing in gliders. His determination to build San Geronimo Airpark alongside his friends and colleagues ensured that he leaves an enduring legacy of quiet successes. God-speed, Dennis!

RV-12 Builders Young Eagles Rally. Our intrepid volunteers met Wednesday, December 5 for a dedicated Young Eagle event for students of Southwest High School's Aviation program. Thanks to Ron O'Dea who worked with the aviation teacher (physics teacher Rodolfo Urby) to make this all happen. The program included three sta-

tions: static display and introduction to general aviation, followed by a visit to Frank Pisz to see an experimental aircraft in an advanced stage of construction, and finally the flight! Our pilots made this a special event with orientation flights for the students, the teacher and even a very surprised and grateful bus driver. Thanks to our pilots Ian Heritch, Tanner Montgomery, Phil Vaneau, Ron O'Dea, Nelson Amen and Mike Smith! Thanks also to our other volunteers, Dave (the artist) Baker, Richard Poenisch, Freda Jones, B.J. O'Dea, Jon King, Frank Covington, Jim Gibson, Bob Hieronymus, Jeanette Hunt, Richard Vinas, John Kuhfahl and Andrea McGilvray.

Automatic Dependent Surveillance – Broadcast. We're in the final stretch. The FAA ADS-B mandate requires that our aircraft be equipped with 'ADS-B Out' to fly in any area currently requiring a transponder. The deadline is December 31st, 2019. On January 1st, 2020, if you're not equipped, you're not allowed into these areas. Several vendors are now offering reasonably priced, easily installed ADS-B Out equipment. uAvionix has received an STC allowing installation of the SkyBeacon on several certificated aircraft. The Garmin GDL-84 is competitively priced and requires only a little more work for installation. Appareo is offering the Stratus ESG replacement transponder/ADS-B package at two price points for either Experimental or Certificated installations. The FAA is again offering a \$500.00 rebate for 'ABS-B Out' installations. Check their site at <https://www.faa.gov/nextgen/equipadsb/> for details.

December Christmas Luncheon and Awards Banquet. That was awesome! Our all-volunteer facility team did the impossible and improved on perfection. Once again, they delivered a meal experience unparalleled for \$10.00 per person. Forty-seven members gathered for our awards banquet and enjoyed a celebration of a year of outstanding Chapter 35 achievements and the camaraderie of like-minded aviation enthusiasts. Even the Grinch couldn't throw a spanner in the works!

January Meal. I heard savory, seared and simmering. This month's meal is going to be the perfect complement to a crisp January afternoon, so join us for lunch as the Facility team serves up delicious Angus Beef Stew!

Until we meet again, fly safe and have fun doing it.



CHAPTER BULLETIN BOARD

January Menu

Beef Stew
Salad
Dessert



Main Course: Beef Stew served with savory dinner rolls. Tender Angus beef seared and simmered in its own juices with potatoes, onions, peas, and carrots. Your mouth is watering already, isn't it?

Side Dishes: crispy non-romaine garden salad served with a selection of delicious dressings

Desserts: requesting pies, cakes, cookies, brownies or anything you like.

To drink: water, soda, iced tea, lemonade and coffee.

Thank you so much to our volunteer members who made the Holiday Banquet so special.

Chefs

Roxanne Beavers – Steamed Vegetables, Airplane Cookies and Apple Cider

Danny Beavers – Northern Style Dressing

Freda Jones – Southern Style Dressing, Airplane Cookies, Pork Tenderloin and Eye of Round

June Goode – Sweet Potatoes

Chuck and Peggy Fisher – Green Bean Casserole

Jeanette Hunt – Lime and Cherry Jello Moulds

Lynn Morgan – Cookies

Frank and Beth Piez – Cookies

Andrea McGilvray – Peach and Blueberry Cobblers

Ulf Balldin – Swedish Pepper Cookies

Jim and Mary Ann Schlattman – White Pepper Gravy

B.J. O'Dea – Mashed Potatoes

Kyle Jester – Apple Pie and Vegetable Tray

Shoppers

Chuck and Peggy Fisher – Pork tenderloin

Servers

Roxanne Beavers

Peggy Fisher

Mary Ann Schlattman

These are the people who banded together to deliver an outstanding holiday meal again for only \$10.00 per person. They are still **rock stars!**

BASICMEDS GOTCHA'S

CONTINUED

(Continued from page 1)

order **that is severe enough** to have repeatedly manifested itself by overt acts or a psychosis, defined as a case in which an individual with delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis or that is likely to cause these. **Bipolar disorder and Substance Dependence** also will require a special issuance.

- A neurological disorders, specifically Epilepsy, Disturbance of consciousness **without satisfactory medical explanation** of the cause, or a transient loss of control of nervous system functions **without satisfactory medical explanation** of the cause. Note that in both of these cases, there is a limiting phrase "without explanation". Passing out due to dehydration or other explainable cause does not necessarily require FAA review for BasicMed.

- A cardiovascular condition, specifically Myocardial infarction, Coronary heart disease **that has required treatment**, Cardiac valve replacement or Heart replacement. So, if a pilot has a heart catheterization or calcium scoring or CT scan of the heart that shows atherosclerotic disease, that is not disqualifying in and of itself. However, if that disease or stenosis is treated with a stent, angioplasty, bypass or anti-thrombotic medications a waiver will be required.

If a pilot flying under BasicMed has already had a Special Issuance for these conditions and has a recurrence, it is my understanding that a second review or additional FAA special issuance is not required as long as the pilot's personal physician is willing to continue to certify the BasicMed medical and the pilot does not feel he/she is at risk. **HOWEVER**, if any **NEW** condition, i.e. a pilot who has a special issuance for "treated coronary vascular disease" has a heart attack, he must obtain a **NEW** special issuance for the heart attack before he can again use BasicMed.

The bottom line, though, is that if the pilot thinks he may have a condition that could pose a safety risk even if FAA review is not **required** by law, he should not fly just because he "can".

Expiration Dates: I ran across this gotcha in an article "*BasicMed Expiration Dates Are you still fit to fly?*" By Chad Mayer in the March 1, 2018 AOPA Pilot. He pointed out that BasicMed expiration dates can be very confusing. First, there are two expiration dates to track, the date of online training (valid for 24 months) and the date of the medical exam (valid for 48 months). **But the real gotcha in this is that the dates under BasicMed are actual specific calendar dates.** Your old FAA Medical was valid for the remainder of the month of issue; plus a certain number of calendar months. So a Class 3 done March 3rd was valid until March 31st of the year of expiration.

That is not the case with BasicMed dates. **BasicMed dates do NOT roll to the end of the month.** Medical certification done March 3rd 2017 expires March 3rd 2021, not the end of the month. Likewise, online training is valid for 24 months, not to the end of the 24th month.

So, if you do your medical exam on March 3rd 2017 and your second

online training March 28th 2019, when are you no longer legal? Not March 31st. Your BasicMed self-certification would no longer be valid beyond 48 months of the last medical exam or 24 months from the date of your last online training. Thus, you turn into a pumpkin at Midnight on March 3rd 2021 in this example.

Instructors and Safety Pilots: Even though instructors are flying for pay, the BasicMed guidance specifically allows flight instructors to work with only a BasicMed self-certification. However, there is a very important "Gotcha" in that respect. Advisory Circular 68-1A paragraph 5.2.2.1 and 5.2.2.2 are required reading for anyone wanting to act as an instructor or safety pilot.

The bottom line of this section of the guidance is that **BasicMed self-certification ONLY applies to the Pilot in Command (PIC)**. A pilot who has medically self-certified flying in any role other than PIC is a passenger - only. So, when acting as an instructor, the CFI flying on a BasicMed certificate must log PIC time from takeoff to landing. Thus, even if situations might so permit, a BasicMed self-certified pilot cannot log second in command time, because their medical is not valid for anything other than when Pilot in Command.

Jared Allen, in his excellent article in AOPA Pilot also writes "Importantly, note that whenever a BasicMed pilot acts as PIC, then the entirety of the flight from takeoff to full-stop landing must be conducted within the flight condition limitations of BasicMed. The FAA has stated that this limitation applies even if another qualified pilot holding a medical certificate is also present and able to act as PIC. Finally, be sure to confirm that the aircraft limitations do not restrict the PIC to the left seat, and that anyone acting as PIC meets all applicable insurance requirements."

This is a factor when acting as a safety pilot. **When someone is doing instrument training "under the hood" a Safety Pilot is a required crewmember.** Because a BasicMed self-certified pilot is only a "legal" Pilot when acting as Pilot in Command, the Safety Pilot in this scenario must, again, log PIC time during the entire flight and cannot be PIC for only those parts when the other pilot is under the hood. That also means that if you are an instrument pilot, you must be aware that your highly qualified pilot buddy may not be able to act as an impromptu "Safety Pilot" for part of your flight while you shoot some approaches or do some en-route practice unless he has a valid FAA medical certificate.

Similarly, instructors administering a Biennial or other certification exam, to be flying in any role other than skilled passenger, must be the Pilot in Command regardless of the currency or qualification of the pilot they are training. Thus, instructors choosing to fly on BasicMed may be unable or unwilling to fly as PIC in the candidate's aircraft due to insurance requirements for currency and time in make/model requirements or due to aircraft or flight regimes that fall outside BasicMed limitations.

Overall, for many pilots BasicMed offers a great option for them. However, the certification pathway is entirely dependent on the Pilot learning and complying with the guidance without the assistance of an AME. I found these tidbits instructional, and hope you will too.



RON O'DEA-WRIGHT BROTHERS MASTER PILOT

CHUCK FISHER

It is safe to say that every Chapter 35 member and a many folks in the greater San Antonio aviation community have been directly influenced by the jovial friendship and encouragement of Ron O'Dea. In his current role as our membership coordinator, safety officer, FAA FAAST team member, volunteer mentor for high school students, habitual (and ultra-reliable) Young Eagles pilot, flight instructor and all around "be there for everything" guy, Ron is absolutely central to our very successful EAA Chapter.

So, we were all delighted and pleased to kick off our November meeting when Ryan Newman, our FAA representative and friend of the chapter surprised Ron with a very well-deserved Wright Brothers Master Pilot award. It was intended to be a surprise, and by Ron's expression it seemed to be.

The Wright Brothers "Master Pilot" Award is the most prestigious



award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots".

Ron became the fourteenth master pilot from EAA Chapter 35, largely because of his personal efforts to diligently research and nominate the prior thirteen. He did not know about this one, though, and through the quiet work of Brian Goode, was surprised by his award.

Ron's solo flight was at Hanscom field, Massachusetts, August 11, 1968. That flight was in a Cessna 150 and would begin a long journey under the aluminum of Cessna wings. Ron had served proudly as a Security Forces member and veteran of Vietnam returning to Massachusetts. At the end of that journey he completed pilot training using his GI bill benefits and became a professional pilot. He towed banners and became a professional flight instructor, building on a passion for teaching that is so familiar to all of his friends.

He joined Cessna Aircraft Corporation as a professional pilot and salesman, and in that role flew everything from 150's through the Cessna 441 turboprop. He also worked with Airline Transport Publi-

cations providing the then ubiquitous and necessary guides for pilots around the world. Along the way he earned his Air Transport Pilot rating and remained very active as an instructor (CFI, CFII) and mentor after retirement.

Fifty years after grasping the yoke of a Cessna 150 for his first solo



flight, on most sunny days Ron can be found in his bright yellow Citabria. In the back seat there may be a young man or woman along for their first flight, or sometimes Ron will be alongside a rusty pilot who's re-discovering the joy of altitude, or perhaps assisting a pilot, like the author, to bring home a "new to me" aircraft. In each of those experiences, Ron is there at the beginning of someone's aviation journey.

The Wright Brothers Master Pilot award celebrates Ron O'Dea's 50 years of safe operation as a pilot. We celebrate Ron's continued mentorship and vigor as one of our chapter's most recognizable and influential members. **Congratulations Ron O'Dea – Master Pilot!**



YOUNG EAGLES**DARREN MEDLIN****Young Eagles from San Antonio's Southwest High School**

On Wednesday, December 5 2018 the day started off cold and cloudy but that did not slow down the EAA 35 Young Eagle crew as they prepared the chapter building for our first dedicated Young Eagle event for students of Southwest High School's Aviation program. Freda Jones, Roxanne Beavers and others I may have missed had decorated the clubhouse for Christmas earlier in the week so the cold weather matched our decorations and Freda set out snacks and coffee in the kitchen for the volunteers.

Phil Vaneau briefed the pilots and ground crew on the plan for the day. Ron O'Dea had worked with the aviation teacher (physics teacher Rodolfo Urby) to provide photos of planes the students might see at San Geronimo and addressed their class explaining what would be happening during the event. Mr. Urby put together worksheets that the students brought with them to record information that the students would use in a video interview of their experiences later in class. The RV-12 Build Shop teacher, Bob Franz, was with Rodolfo and the students when the bus arrived and the 8th through 12th graders hustled in and took their seats.

Phil broke the 20+ students into three groups with one group flying, one going with Charlie Brame for a pre-flight walk around discus-

sion using Charlie's plane and the third group visiting Frank Pisz' hangar to learn about his amazing aviation journey and his the Zenith 750 project (on floats no less!). Frank has an automotive engine conversion (Honda Fit from Viking Aircraft Engines) and his airplane, while aluminum like the students RV-12 project, is sufficiently different that the concept of slats on the wings, an inverted airfoil on the horizontal stabilizer and amphibious landing gear where new concepts for the budding aviators.

Pilots, Ian Heritch, Tanner Montgomery, Phil Vaneau, Ron O'Dea, Nelson Amen and Mike Smith took the students up for what, for some, was their first ride in any type of airplane. Ron even took the physics teacher up for his first ride in a small airplane. Dave (the artist) Baker and Richard Poenisch took pictures and Richard worked with Freda to fill out certificates for the student fliers. Ground crew and helpers included B.J. O'Dea, Jon King, Frank Covington, Jim Gibson, Bob Hieronymus, Jeanette Hunt, Richard Vinas, John Kuhfahl and Andrea McGilvray. Thank you all (and anyone I missed!) for making this day so memorable for the students, teachers (and bus driver!) of Southwest High School's Aviation class.

The groups rotated through all three activities and then the school bought drinks and 25 pizzas for the class and volunteers. It was the perfect ending to a perfect day!







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GONE WEST

Dennis Scheidt 4 June 38—18 Dec 18

It is with great sadness that we announce that one of our members and founding member of San Geronimo Airpark, Dennis Scheidt flew west last month. He was interred in Fort Sam Houston National Cemetery on 4 Jan 19 at 1030hrs with full military honors. A reception followed at San Geronimo Airpark at the EAA Chapter 35 clubhouse. He is survived by his wife, Gail, two brothers, one brother-in-law, six children, 12 grandchildren, seven great-grandchildren, as well as a large extended family. The family asks that memorials to his memory be donated to the American Cancer Society, Christus VNA Hospice, or the charity of your choice.



DECEMBER MEETING— SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

Our December meeting was a warm, inviting event in spite of the cool temps. The meal was excellent, as always, thanks to our great facilities director, Freida Jones, and her more than amazing volunteers. After a fine lunch of pork loin, dressing, sides, and dessert, we had our meeting.

We had our meeting before the Grinch arrived and our president handed out awards for service to our chapter. Our members were recognized for furthering our chapter mission and helping to make it grow. Among those recognized were our facilities director and her volunteers, Young Eagles sponsors, media crew,

Hanger and tool crib volunteers, and our long-serving officers. Many thanks to them all. And a most special thanks from me for their patience with my inexperience and my alligator mouth/hummingbird backside disease (especially this month).

After the meeting, the Grinch (played by our own Chuck Fisher) showed up to deliver the gifts. His method was novel and entertaining, to say the least. Audience participation was required and needed so all gifts were given out.

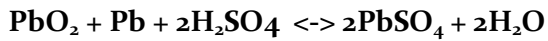




THE BUILDER'S CORNER

Mark Julicher

Battery Care



This chemical equation describes what goes on inside a lead-acid battery. Discharge is happening when the equation proceeds from left to right and charging is right to left. This is what is happening in your wet battery and in your Recombinant Gas battery. They are both lead acid and the same chemistry applies. The main difference lies in how the battery deals with evolved gasses during charging.



Battery Tender

So what does this mean? It means that as the battery discharges, the sponge lead of the battery's plates is being converted to lead sulfate. Essentially it means that the plates of the battery corrode to make free electrons. Those free electrons are useable as electric current.

If the lead sulfate is allowed to remain on the plates for any appreciable length of time it hardens and thus strongly resists going back into the lead oxide and pure lead on the left side of the equation. This process is called sulfation. Once sulfation becomes acute, the battery will not accept a charge and has reached its service life. Batteries will self-discharge just sitting around and they will discharge even faster if dirty. That means that vehicles that are not operated frequently and have grunge on the battery surface will generally have a short battery service life.

What then can be done to make that expensive aircraft battery last a long time? Primarily you must minimize and reverse the sulfation. How do you do that? There are several things you can do.

First, keep the battery clean. Dirt on top of a battery makes a conductive path and the battery will discharge itself across this dirt. Wipe it with a damp rag not with some solvent that may actually provide an



Battery MINDER

even better discharge path.

Second, don't let the battery do a deep discharge. If your plane is hard to start (i.e., uses a lot of battery) it may need some attention or perhaps a better priming technique. Deep discharging an aircraft battery puts a lot of wear and tear on it and shortens its life.

Third, fly often. Don't let the battery remain under charged for any appreciable length of time. This is not always possible, so you need one more technique.

Fourth, get a battery maintenance charger.

In the past few years, three products have appeared on the market for charging and keeping batteries charged. These are the Battery Minder, Battery Tender, and Pulse Tech SC. These are much more than mere trickle chargers.

Take for example the Battery Minder. It adjusts the battery to four different charge rates depending on the state of the battery. Additionally, it takes into the account ambient temperature and adjusts its output accordingly. The Pulse Tech charger and the Battery Minder also produce high frequency, high voltage pulses that force the sulfate back into solution. All three of these chargers are micro-processor controlled so they won't overcharge a battery, whereas an older style trickle charger can overcharge and cause damage.

If a battery does get too sulfated and loses capacity, the pulse technology can actually recondition that battery to some extent. A lot is written on this subject so I urge you to dig deeper. Concorde packs an information booklet with their batteries and it is a treasure trove of useful information. Battery Tender, Battery Minder, and Pulse Tech have excellent web sites packed with good information. If you wish to know how to do a battery capacity check or to recondition a battery that might be able to be brought back from the brink, these web sites are just where you need to look.



Pulse-Tech



DECEMBER MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to Charlie Brame, Ira Wagner and David Baker for correctly identifying our December mystery airplane as the Mooney M22 Mustang. I knew that this airplane might not be much of a mystery as far as what company built it since the tail pretty much gives that away. However, I figured some of you may not be aware of this particular model so decided it was worthy of a mystery airplane article.

The M22 was Mooney's attempt to produce a pressurized, high performance, single engine airplane. The prototype first flew in September of 1964 and was certified in September of 1966. While similar in appearance to other Mooneys of that era, the Mustang has a wider, longer fuselage and room for five. The tail is taller than that of its siblings but retains the traditional Mooney look. The M22's 35 foot wing is the same one piece wing used on the other Mooneys that were being built in Kerrville at the time with one possible difference. I say "possible" because I can't verify this but when the M22's were being built, Mooney had a "Twisted Wing" version of their wing that I have read was used on the Mustang as well as some M20F's and G's. I'll explain more about the "Twisted Wing" later in the article.



The M22 is powered by a six cylinder Lycoming TIO-541-A1A, 310 hp turbocharged engine. The Mustang has a top speed of 214 mph and a rate of climb of 1,125 ft/min. Fuel capacity is 92 gal. giving it a range of 1,298 miles. The service ceiling is 24,000 ft. At that altitude, cabin pressure can be maintained at the equivalent of 11,000 feet. Empty weight is 2,440 lbs. which, to put it in prospective, is 900 lbs. more than the M20C and 800 lbs. more than the larger M20F. Maximum takeoff weight for the M22 is 3,680 lbs. which is 1100 lbs. more than the M20C. Bottom line, this thing is a beast!

Although it flew high and fast, the M22 ended up costing Mooney more to develop and produce than expected. That, combine with the fact that it did not find much success with the general aviation community, resulted in the decision to stop production in 1970 with a total of only 36 M22's being built. It is said that Mooney took a loss on every M22 it sold which no doubt added to the financial problems that led to the company filing for bankruptcy in 1969. A search of the FAA database shows 15 M22's currently registered. Two are in Texas with

one of those owners having a San Antonio address.

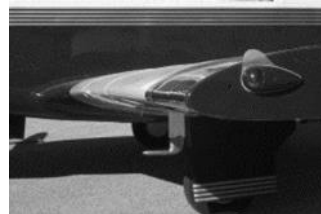
For those interested in more information about the "Twisted Wing" version of the Mooney wing, please read on.

The twisted wing, as it is often referred to, was used on all 1967 M20F's and into the early part of the 1968 F and M20G production run of those models. The M20C and E of that era stayed with the original design throughout this time. The only difference in the two wings is at the outboard panel of



the wing were the leading edge of the "Twisted Wing" version drops down about 1 inch compared the regular wing. The attached photo of the wingtip clearly shows the downward "twist" as you sight along the leading edge. The design was intended to give the airplane better stall characteristics but it is debatable whether it had any effect at all on the stall characteristics and some say it decreased airspeed a few knots (not what any Mooney owner wants to hear). So, for whatever reason, Mooney went back to its original wing design in the mid 1968 run of the M20F and G models rather than continue to produce two versions of its wing. Certainly a cost savings decision if nothing else. I'm unsure if the twisted wing continued to be used on the M22's that were produced after 1968.

Just a little side story here. I once visited the late Russell Stallings who owned and operated Southwest Texas Aviation in San Marcus. Russell held several speed modification STC's for Mooneys including wing tips. He shared with me a story about an owner who brought his 1968 M20F in for the wingtip modification. Russell explained to him that some 68 F's had the twisted wing and if it had that wing, his tips would not fit. He checked one wingtip on the plane and discovered that it had the original wing design so he installed the wingtip on that side. When he went to the other side of the wing to install that wingtip, he discovered that it had the twisted outboard panel. It turns out the airplane had a damage history and someone had repaired the wing using the wrong outer panel. The owner stated that the plane flew fine and he had never noticed that the wing was not the same on both sides. So, maybe the twisted wing really didn't make much difference.



"Twisted Wing" version of the Mooney Wing

<http://www.mooneypilots.com>

Sources for this article include:

https://en.wikipedia.org/wiki/Mooney_M22_Mustang

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

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



NAME THE PLANE

DOUG APSEY

Here is you first mystery airplane of the New Year. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. What company designed and built it?
2. What was its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were built?





Country Store

BRIAN GOODE

In case you missed the announcement last month; the Country Store is now accepting most major credit cards for purchases at the Store. You could also pay for your lunch or just DONATE money to the Chapter this way. All it takes is a swipe of your card and the funds are transferred to the Chapter's bank account. How easy is that?



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**EVERYBODY SHOULD WAX UP
THEIR LITTLE OL' CREDIT
CARD**

Stop by the Store and take a swipe on our new card reader. You might even like to purchase something while you are there. Remember, every dollar you spend at the Country Store goes towards aviation education, research, development, safety and other purposes as outlined in our EAA Chapter 35 By-Laws.

Here's what is currently available in the Country Store:



Wash Wax All Price Sheet for Chapter 35 Members			
PRODUCT	Size	Prices with Tax	
		List	CH 35
Wash Wax All	16 oz	10.77	\$ 8.00
Degreaser	16 oz	10.77	8.00
Belly wash	16 oz	15.10	11.00
Plex All	16 oz	10.77	8.00
Glass All	16 oz	10.77	8.00
Water Spot Remover	16 oz	10.77	8.00
Cabin cleaner	16 oz	10.77	8.00
SafeSolv	8 oz	10.77	8.00
Leather Soap	16 oz	10.77	8.00
Leather Care	16 oz	10.77	8.00
Rubber Care	16 oz	10.77	8.00
Polish All	8 oz	14.02	10.00
Aero Scrubber Pad & Handle		10.77	8.00
Aero Scrubber Pads	5 pads	32.42	24.00
Aero Towel	4 pack	10.77	8.00
Wash wax Mop - (NO POLE)		64.90	49.00

Fishing Shirts	Short sleeve	\$40.00
	Long sleeve	\$44.00
All Shirts XXL+		\$2.00
Polo Shirts	Short Sleeve	\$31.00
Duffle Bag		\$31.00
Coffee Mugs		\$7.00
Koozies		\$4.00
Baseball Caps		\$10.00
Sew-On Logo Patches		\$3.00
Decals		\$0.50
Bumper Stickers		\$1.00
Remove Before Flight Key Tags		\$5.00
Wheel Chocks - Aluminum	Two Pairs	\$40.00





CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

JANUARY 2019	12	BOD Meeting LUNCH MEETING Program: Andrea McGilvray Acro With Patty Wagstaff	10:30 am Lunch 11:30 Meeting/Program 12:30 pm – 1:30 pm
FEBRUARY	9	LUNCH MEETING Program: Richard Beardsley Aviation Adventures in The Pacific	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	9	LUNCH MEETING Gyrocopter Focus with “Ike” Kelly	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
APRIL 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
MAY	11	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 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

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CLASSIFIED ADVERTISEMENTS

TWO T-HANGARS FOR RENT

R. B. "Doc" Hecker has 2 T-Hangars for rent, 30A and 30B. Interested parties may contact him via phone or email.

Ph: 210-391-1072 **Email:** faexamdoc@yahoo.com

Web: assenddragonaviation.com

<wwoldtu@hotmail.com> for further information.

FOR SALE: 1961 Piper Colt, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) \$12,500. Contact Bernard Groceman (314) 258-1917

FOR SALE: "as delivered from factory" and untouched Velocity SE kit for sale to be sold for pennies on the dollar. It was bought complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories.

Interested parties should contact Robin Ream, Shertz, TX

Phone: 210379-3885, **email:** robinream@gmail.com

Jeanette Hunt has 1 T-Hangar for rent, 30G. Interested parties can reach her by **phone:** 210-688-9264.

Hangar For Rent: 40'x32', red unit, south side, closest to runway. Available 1 Jan 19, \$300/mo, contact **Dave Baker** 210-410-9235

To post a classified—contact the editor at eea35news@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

EAA Chapter 35 Leadership



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President: 210-570-9435	Steve Jones ea35pres@gmail.com	Vice President: (210) 875-9971	Darren Medlin ea35vp@gmail.com
Secretary: 210-289-7445	Mike Landis mlandis7210@sbcglobal.net	Treasurer: 210-493-5512	Dee Brame DeeB@satx.rr.com

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Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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Tool Crib: 210-688-9072	Lew Mason lewnan@sbcglobal.net	EAA Hangar: 210-688-9072	Lew Mason lewnan@sbcglobal.net
Public Affairs:	Jose Garcia ea35pr@gmail.com	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Country Store: 727-709-1159	Brian Goode ladygoode@msn.com
Safety Officer: 210-488-5088	Ron O'Dea r2av8r@gmail.com	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

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

Technical Counselors

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Nick Leonard 830-765-7481 ohlson38@gmail.com	Lew Mason 210-688-9072 lewnan@sbcglobal.net

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 35 meets
Each Second Saturday of the Month*

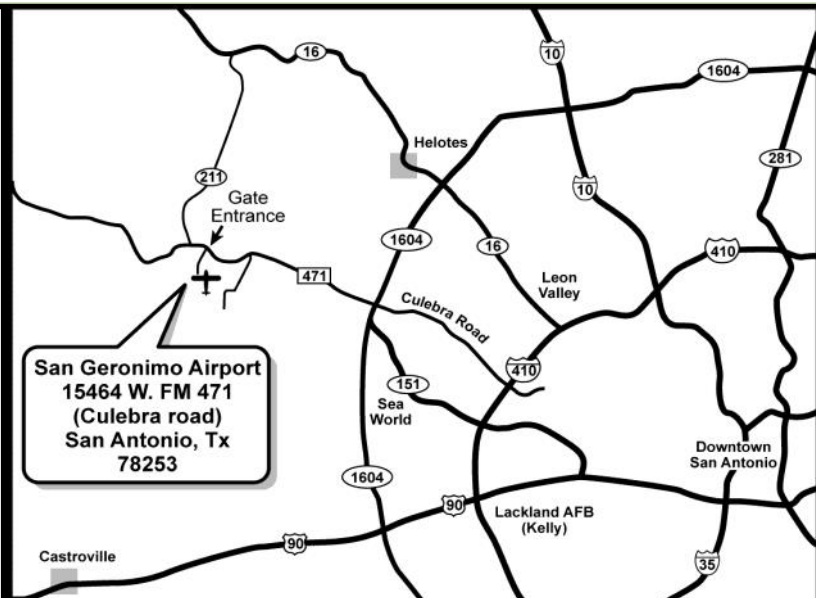
January 12th

Lunch 1130hrs

Meeting/Program 1230-1330hrs

Acro w/ Patty Wagstaff

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 60 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](#)

Ron O'Dea, Membership Chairman
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NEW

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AeroDiaper
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Starter Kit
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Leather Care
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