



SIXTY

January 2017

Volume 59 Issue 1

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Next Event

January 14

Lunch Meeting

1130

Chapter 35 Club-house

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Chuck Fisher

Is it really 2017 already? It is hard to believe another year has already gone by. I have decided that the world is rotating faster, because each year I seem to have more things not completed than the prior year. Yes, indeed another year is here. I hope it will be a great one for you.

For our chapter, this is a milestone year. Sixty years ago the EAA was a fledgling organization, but was growing rapidly. It was a grassroots movement at the leading edge of a post-war resurgence of general aviation that would last until the 1970's. The times were different – society was fascinated with technology and craftsmanship was all the rage. Children played with erector sets and built bridges with Tinkertoys; young men learned

woodworking, modified cars, and built amateur

radios that brought the world into their living rooms, and folks around the US took advantage of a new classification of aircraft to craft their own dream machines – Experimental.

The Experimental Aircraft Association was born

of that national need for creativity largely on the personal energy and enthusiasm of Paul Poberezny, then a Base Maintenance Officer for an Air National Guard at General Mitchell Field, Milwaukee and as a Guard Pilot in the T-6, F-51, C-47, T-33 and F-86 type aircraft.

The organization grew by word of mouth at first. One sentinel visit was documented barely a year after the EAA was formed when Paul visited San

(Continued on page 4)

Another new chapter has also been formed in the state of Texas. This one is located in San Antonio and is Chapter 35. Col. and Mrs Unruch gave a barbeque dinner at their home in Austin for the group at its first meeting. After the meeting, the group retired to the Colonel's workshop where he is covering his Pretty Prairie Special #2 bi-plane. Interested members in the San Antonio area are urged to contact W.G.

Lytle, 1127 Pasadena Street, San Antonio 1, Texas for further information.

The Experimenter June 1957





Country Store Product Video and "Best Hands" Torque Challenge



PRESIDENTS COCKPIT

**Steve Jones**

On January 1st, 2020, you will need to be equipped with ADS-B out equipment to fly in various classes of airspace. If you're looking at your new 2017 calendar, you realize we're a bit over 1000 days, or three years from this mandate. What are you doing to prepare for this new requirement? For specific information on airspace requirements, visit the FAA website at <https://www.faa.gov/nextgen/equipadsb/airspace/requirements/>.

We bid farewell to another stalwart chapter member, Ron Paduh. Ron passed away unexpectedly in late November, following complications from back surgery. For those at San Geronimo Air Park, Ron was a fount of knowledge. He mentored Freda and I on the finer points of aircraft maintenance, and had an uncanny ability to glance our plane over and point out required maintenance. He kept us honest, and he kept us safe. Details about Ron's memorial service will be forthcoming.

The Holiday Meal came together in excellent fashion, thanks to the hard work of your Facilities manager, Freda Jones and her cadre of amazing volunteers. I heard from several members that this was the best meal the chapter has put together in years, catered or otherwise. I believe it.

We took a moment to recognize several key members/volunteers within the chapter for their leadership and selfless dedication to Experimental Aviation and to the members of Chapter 35. New this year, an opportunity to recognize our Most Valuable Player with the new 'MVP Award'. This inaugural award was presented to Brian and June Goode for their stellar work on the Country Store. Their dedication, along with your patronage, have helped fund several initiatives within the chapter and have allowed us to keep membership dues low in the face of mounting costs. Thanks Brian, June, and all of you!

The white elephant gift exchange that followed was spirited, but civil. I wasn't surprised to see Snoopy change hands the maximum turns allowed. I was somewhat surprised to see that the wine opener/engine hoist didn't suffer the same fate. (that thing was a marvel of engineering)

The Hondo Chamber of Commerce is working closely with the Southwest Regional Airport at Hondo to celebrate the 75th Anniversary of the Hondo Army Airfield. They're planning several events throughout 2017, with the largest event, their fly-in, scheduled for April 22nd. The Chamber is reaching out to local groups

including Chapter 35 for help. We'll be discussing ways we might participate at the next Board of Directors meeting.

The Board of Directors recently approved a new member benefit: engraved magnetic name badges for all members. Our membership coordinator and country store manager are working on key acquisition and program management details, so look to your email and to upcoming issues of Runway 35 for more information. Now is a great time to review your 2017 member data sheet and get your dues in. Your dues ensure you're a current member as this program kicks into gear. Be sure you email Ron O'Dea or Brian Goode If you would like to participate. Let them know that you would like a new name badge and, **VERY IMPORTANTLY**, tell them exactly how you want your name to appear.

What's it like to own an orphaned aircraft? Ask any Cessna 162 Skycatcher owner. Textron/Cessna recently destroyed their remaining inventory of approximately 70 unsold 162 Skycatchers, engines and all. Our 152 looks more attractive by the day.

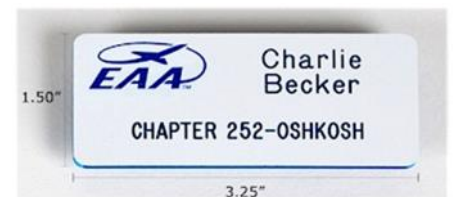
As always, please, fly safe and have fun doing it.



MEMBERSHIP

Yes folks it IS that time of year. Time to renew your membership. The prices have not gone up in a long time, and remain bargain basement low. Perhaps you'd like to buy a membership for a friend who is considering aviation and just hasn't committed so they can receive our newsletter and participate in a group that will become an important part of their life. You can do that too!

This year, your membership can come with a new bonus. Your leadership has decided to offer the engraved name tags along with



your membership renewal if you desire. It is **not** automatic, though, as you DO need to write down and give to Brian or Ron exactly what you want on your permanent name badge.

Come to the January meeting prepared to pay dues and bring a new member too!

CHAPTER BULLETIN BOARD

Hangar Space Available

Building a Project? Assembling a kit?

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

EAA Chapter 35 January Meal – Spaghetti to warm the heart

January Menu:

- Spaghetti with Italian meatballs. It's the ultimate comfort food as we meet a brisk (cold) new year head on!
 - Iceberg lettuce anchors a traditional salad tossed in genuine Olive Garden Italian dressing
 - Hearty home-style bakery-fresh bread slathered in butter rounds out the meal (if you like it that way and your spouse isn't looking)
 - We love desserts! If you have a favorite and would like to share, we're so happy to host yours at the dessert table.
- To drink:
- Iced tea Unsweetened and sweetened, HOT coffee, Soft drinks, Lemonade, And, of course, water.



The holiday meal was an amazing success, due in no small part to our volunteers. Highlights include Chuck Fisher and June Goode lovingly basting and roasting three succulent turkeys. Chuck and June also made all the delicious gravies. Danny Beavers made an exquisite herb dressing. Frank Anderson brought the tender cubed sweet potatoes. Gail Scheidt made all the cupcakes. Roxanne Beavers spent all day Friday slicing ham and helping with the prep work. William Richardson brought two pecan pies and piles of cookies. Ulf Balldin brought the ginger snap cookies. There were others, but the kitchen got busy and I missed the rest. Your contributions are all very much appreciated.

Our Decorators: Nancy Mason, Georgia McCarley, B. J. O'Dea

Our Cooks: Chuck Fisher, June Goode, Danny Beavers, Frank Anderson, Gail Scheidt, William Richardson, Ulf Balldin and so many others!

Our Servers: Gail Scheidt, Roxanne Beavers, Peggy Fisher

Also, of note: no one let President Steve near the flour.



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

SIXTY!

(Continued from page 1)

Antonio in Jan 1954. He wrote:

“The winter sure is passing fast or at least it seems that way to me.

Did a little traveling again. Flew down to San Antonio, Texas with an F-51 to pick up some parts for our T-33 and knowing that we have a member down there, I called him and had a nice visit with him. He is BERT WILCUT and he operates San Antonio Aviation Hangar 10 at Stinson Field. It sure was a pleasure to see Bert and as I taxied up I saw another familiar face and member, BOB BUSHBY, who is working on the Midget Mustang for Bert. They are in the process of assembling one and have made up parts for 4 others. They are doing a fine job and have good facilities for manufacture. ... If ever there was a homebuilder's paradise, I believe

Bert's warehouse is it — at least it appeared so to me. He has a collection of used and new parts from a Jenny wing to a Bellanca Cruisair tail group, fuselages, engines, new L-2 T-Craft ailerons by the dozens, P.Q. 14 windshields and canopies, ailerons and parts of all descriptions...” Editors Note: Bert Wilcut went on to develop the 4 seat “Palomino” aircraft from the Midget Mustang heritage at his San Antonio Aviation Facility.

That visit, and Bert Wilcut's enthusiasm began what we enjoy today, so in April 1957 the following brief announcement appeared in The Experimenter: *“Interested members in the San Antonio, Texas area please contact Bert Wilcut, San Antonio. Aviation, Stinson Field, Hangar 10, San Antonio, Texas about forming a chapter.”*

And two months later the deed was done. From the June 1957 *Experimenter* - *“Another new chapter has also been formed in the state of Texas. This one is located in San Antonio and is Chapter 35. Col. and Mrs. Unruch gave a barbeque dinner at their home in Austin for the group at its first meeting. After the meeting, the group retired to the Colonel's workshop where he is covering his Pretty Prairie Special #2 bi-plane. Interested members in the San Antonio area are urged to contact W. G. Lytle, 1127 Pasadena Street, San Antonio 1, Texas for further information.”*

Apparently the chapter had some growing pains as an article in the November 1963 edition notes: *“Relegated to inactive status, the Chapter was reorganized swiftly and successfully through the efforts of Dale McCreight, President, and others who worked equally hard, and today the Chapter has never been stronger or more active. ...The Chap-*

ter currently has a Pietenpol "Air Camper" under construction as a group project”. It is my understanding that the aircraft referenced is still alive and well on San Geronimo Airpark.

The chapter remained active and vibrant and was again chartered in 1983 corresponding, I think, with its move to its new home at San Geronimo airpark.

So, after sixty years of activity, I wonder how many pilots, youth and families have been touched by the initiative of Bert Wilcut and a tiny group of pioneers in 1957. There must be thousands at least.

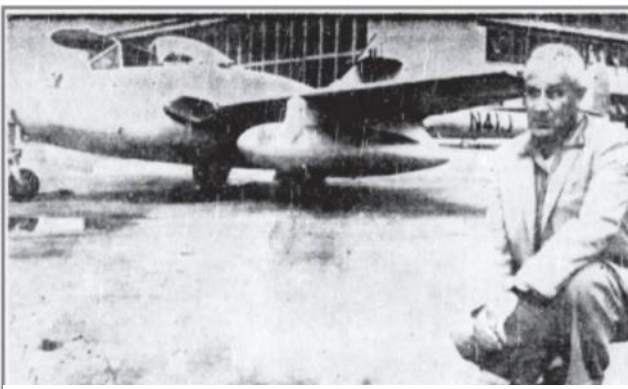
So, in this new 2017 our chapter turns 60 years old. This is a milestone celebrated by few chapters and indeed we should be proud. So, here are a couple of Chapter New Year's resolutions I'd like to propose.

1. I'd encourage as many Chapter 35 members as who are able, to fly or drive to AirVenture this year. Anniversaries like this are usually recognized at AirVenture with a group photo and an article in the magazine. As you have seen, those articles end up being the historical record for future generations. Let's show our pride in our chapter to the world. *If you need information on how to do so, several of us have been there and can help.*
2. Historians and history buffs: dig through your old files or do what research you can to find information on our chapter's early days, old photos, articles, newsletters, vignettes and seek out those people who may still remember or be part of the founding cadre. Let's see if we can reassemble our historical record and recognize those on whose shoulders we stand.
3. Make it a point to expand our reach even further, to teach more youth, to touch more lives, to reinvigorate older/rusty pilots, and to excite new ones.
- 4) The next 60 years of this chapter's existence and vitality rest on the shoulders of our newer members. Make it a personal mission to participate actively and to lead this chapter in the future.

In May 2017 we can celebrate our chapter's sixtieth birthday. Let us remember those who made this possible, and commit to leaving a legacy for our kids or theirs to do so in another sixty years!

Newspapers.com

Lubbock Morning Avalanche (Lubbock, Texas) · Tue, Aug 13, 1957 · Pa
Downloaded on Dec 27,



BUYS JET—Bert Wilcut, San Antonio, is shown near an RCAF war surplus Vampir jet plane which he purchase in Vancouver, British Columbia. He said he plans to use the plane for high aerial photography. The craft was the first of a number sold by the RCAF (AP Wireless)



SOME THOUGHTS ON ROUND ENGINES

RB "Doc" Hecker

Caretaker of an American Icon

Dedicated to all those "forever young" pilots who ever flew behind ROUND engines

A Few Definitional Thoughts--

The ever ubiquitous Turbine engine is commonly known as a "Jet" engine. These modern aircraft engines operate on the principle of "Glow, Blow and Go". To a radial engine aficionado, we have to continue to work to get rid of those turbines as they're ruining the romance of aviation and degrading our hearing ... and constantly reminding us we live in an advanced age listed as "since the 1950's".

For "starters", a turbine is too simple minded – there is no mystery surrounding a simple blow pipe structure consisting of an air inlet, a compressor section, a burner pot igniting cheap and smelly fuel oil, and an exhaust outlet. Forced air travels through this arrangement in a straight line that, other than squirting out gases that have increased in heat and pressure, doesn't pick up any of the pungent, fragrant essence of scorched 60 weight engine oil and combusted aviation gasoline tinged with dripping, salty, pilot sweat. Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. Turbines start by whining for a while, then give a lady-like poof and start whining even louder. As stated, it is basically a Glow, Blow and Go machine. My kitchen oven is harder to start, or, consider this: Starting a turbine engine is like flicking on the bathroom light in the dark: Useful, but, hardly exciting. Turbine pilots can be identified by their look of sartorial splendor exemplified by uniform slacks and no-iron white shirts with bars on their shoulders – much too formal for my or other pilots taste.

On the other hand, radial piston engines are commonly known as "Round" engines. The bolted on, air-cooled, massively finned piston cylinder assemblies commonly known as "Jugs" are placed around

the crankshaft in a circle - hence, the sobriquet "Round" engine.

Typically arranged in either 7 or 9 cylinder per row configurations, they can be double rowed or more. In some higher horsepower applications, they are complex, massive round engines. And, thinking of power terms, why are turbines measured in pounds of thrust when most pilots actually think in terms of horsepower as "ponies up front"?



Chuck Fisher

A round engine is approached by the pilot much in the same way a wizened railroad engineer would approach a steam powered locomotive – with respect, awe, and more than a little apprehension. Most radial engine pilots wear overalls (call it a flight suit if you wish, but to me they are just functional coveralls designed to catch oil and grease just the same) and oily, sweat stained gloves. When you start a round engine, your mind is fully engaged on engaging and conquering the beast within the mass of metal, and then you can begin to concentrate on the perils and travails of the flight ahead. Bringing a radial engine to life is an arcane, highly personalized, intimate experience as you actually have to caress the engine via the propeller as you pull the crankshaft through two complete crankshaft cycles. "Cranking" a round engine requires skill, finesse, and an orchestrated, individualized sense of experience and style mixed with that ephemeral touch of "luck", either good or bad. Oil quantity is checked in gallons – both in the tank and on the tarmac, cooling shutters are adjusted, high octane AVGAS primer lines are squirted, fuel wobble pumps are stroked, mixture and throttle levers are tenderly and knowingly manipulated, and starters are actuated to get four blades to pass by before the magnetos are energized. This particular type of reciprocating piston engine is likened to a sleepy, horny, witch of a mistress - you have to talk sweet to it just to begin to seduce it into getting moving, all the while listening to a tired, complaining starter while anxiously looking for great gouts of blue-gray smoke to pour out of the ash stained exhaust stacks while

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SOME THOUGHTS ON ROUND ENGINES (CONT)

(Continued from page 5)

you tenderly stroke the 4 register pipe organ type console of controls while simultaneously listening for all the cylinders to finally begin to fire – and then, to your astonishment, the whole thing then actually starts to wake up. The whole process is like warming up that horny mistress – all bitchy and reluctant in the process, but quite satisfying when the whole syncopating mass of metal blends air, fuel and fire to actually become alive and able to turn up to operating speed. On some larger aircraft, the pilots aren't even allowed to do it ... that is for humans of higher knowledge who understand the arcane science of very large, highly complex radials. These individuals are known as Crew Chiefs or Flight Engineers.

During the starting sequence, Round engines give a satisfying rattle-rattle, cough, click-click, BANG, more rattles, another BANG or two, a big macho belch with goutts of smoke, more clicks, a lot more smoke, and finally a serious, low pitched, rumbling roar. Our auditory sense seems to be genetically tuned to appreciate that sound. The basso profundo pitch defines what an engine is supposed to sound like. There is nothing in the natural world like the sound of a low rpm radial engine idling while

warming up ... unless it is the sound of a high rpm radial engine generating rated horsepower. Both of these sounds turn the heads of the cognoscenti. The rest of the world watches in awe as they realize that they are in the presence of an older era of aviation.



N422DE is a 1942 Boeing A75-N1 (USAAF 41-25606) Manufactured by the Stearman Division, Wichita, KS

When you have successfully started his round engine without using the external fire extinguisher accessory tool, your caretaker mechanic looks up at you like he'd let you kiss his girl, too! Unfortunately, modern turbines don't break or catch fire often enough to generally merit mention, which has led to aircrew boredom, complacency and high dollar inattention. Conversely, a round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the pilot's mind on the real task at hand, which is actually flying behind the dang thing.

And, consider this ...

Turbines don't have enough control levers or gauges to keep a pilot's attention from wandering. When operating a turbine engine, there's nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines sound and smell like God intended machines to do.



Had space—couldn't resist a photo of a 1946 Navion/L-17A — *the editor*



Mike Fizer—AOPA

SAFETY NOTES & NOTAMS

PREVENTING AN ACCIDENT BEFORE IT HAPPENS.



Ron O'Dea Safety Officer

We are continually reminded that an accident is the result of a chain of events. If we could break a link in that chain we could prevent the accident. In this article I discuss the links involved with just the takeoff and departure phase of the flight. It's going to take longer to talk about them than to do them. So be safe out there and "Keep Your Brain In The Game".

Arriving at the airport

What is on your mind?

Are you thinking about flying or an argument with your significant other, financial problems, and trouble at work, and on and on. These distractions interfere with getting ready to fly. So you need to put all that aside. Think about the flight and put your "Brain in the Game"!

Preflight

Do you have guests? Are you visiting with them as you preflight? Not a good idea. You want no distractions while conducting your preflight. Give your guests something to do while you preflight. Use a check list. The preflight is your first line of defense. Don't forget weight and balance and performance calculations. Make sure the airplane can do what you ask it to do.

Startup and Setup

(my favorite...don't do this!) Putting your head down and simultaneously yelling "Clear" and engaging the starter! I've seen this a number of times during a flight review. So, without any more dialog, please do the following. Look outside the airplane, and then yell "Clear". Continue to look outside the airplane and be

sure it is clear. Then start your engine.

(my next favorite...don't do this!) After starting the engine and not chopping anyone up with the prop they release the brakes and start to taxi. Then while taxiing they start tuning radios and setting up the GPS and other stuff.

I repeat, don't do this! Instead, after starting and letting the engine warm up is a good time to take care of setting the radio, transponder, GPS etc. If you haven't given your passengers the safety briefing, now is a good time to do that. Additionally this is a good time to talk about the "Silent Cockpit". Explain to your passengers that you are about to get busy with taxiing, checking systems and taking off. Once airborne and on the way you will have time to visit. I have found that guests really get into this and feel like they are part of the crew.

Taxi and Run up

If you are at a towered airport this is pretty straight forward. If you are at a non-towered airport, not so much. So, at a non-towered airport, keeping your airplane away from other airplanes and hazards is totally on you. You can't

fly the other persons aircraft, you can't make them talk on the radio, but you must "see and avoid" and give way as necessary. Don't assume everyone is following the rules. Be prepared!

Ready for take off

Be sure that final approach is clear and move onto the runway and begin take off.

(Continued on page 8)



https://s3.amazonaws.com/lowres.cartoonstock.com/transport-airplane-aeroplane-airline-pilot-copilot-epln304_low.jpg

(Continued from page 7)

Full power - system checks

This is where a lot of things are happening at once. So as the power is being applied is the engine developing full power? Are all your gauges in the green? Everything feels good? Then keep going.

Take off, go/no go

The 75/50 rule. So what is the lift off speed for you aircraft? If, for example, it is 60 mph then your go/no go speed is 45 mph. If you have not attained 45 mph before using 50% of the runway abort the take off! Use the rest of the runway to stop. There is nothing more exciting than trying to stop the airplane when you are out of runway! Make your decisions early. Know what your go/no go speed is.

Plan for Engine Failure

During the take off roll and climb out is when we are the most vulnerable. In Barry Schiff's article about engine failures on

takeoff he contends that it takes about ten seconds for a GA pilot to react to an engine failure. The first reaction is accepting that the engine just quit, then where to put the airplane and finally actually taking action. 10 seconds is along time when you're close to the ground and we don't have a lot of time. The obvious answer is to prepare for the engine out before we take off. Before you start to roll have a look around, see what your options are, and make a plan. It doesn't take long but it will seem like forever if you do this after the engine quits.



http://media.cagle.com/95/2009/11/11/71117_600.jpg

Have a good trip

So, the take away is when you get to the airport leave your distractions in the car, think about your flight, have a plan and enjoy your day.

FROM HEADQUARTERS AND OTHER NEWS

INITIAL AIRVENTURE 2017 AIR SHOW PERFORMERS CONFIRMED

December 15, 2016 - Some of the world's top air show performers, including national aerobatic champions, longtime favorites, the United States Navy Blue Angels, and some talented Oshkosh first-timers, have made commitments to fly during the afternoon and night air show lineups at EAA AirVenture Oshkosh 2017, set for July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

Afternoon air shows are scheduled to begin at 2:30 p.m. daily, while the Wednesday and Saturday night air shows are scheduled to begin at 8 p.m.

This is just a partial list, with many more exciting performers yet to be announced in the coming weeks leading up to Oshkosh. Schedules and complete daily air show lineups will be announced as they are finalized.

AeroShell Aerobatic Team, Vicky Benzing, Jeff Boerboon (John Klatt Airshows), Bob Carlton, Kirby Chambliss, Matt Chapman, Class of '45 (Yoak/Tobul), Kevin Coleman, Kyle Franklin, Mike Goulian, Rob Holland, Jerry Kerby, Greg Koontz, Sammy Mason, Paul McCowen, United States Navy Blue Angels, Paradigm Paramotor Aerobatic Team, Jim Peitz, Redline Air Shows, Gene Soucy & Teresa Stokes, Bill Stein, Skip Stewart, Sean D. Tucker, Patty Wagstaff, Matt Younkin, Scott Yoak

WEBINARS

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

1/4/17 8 p.m. CST Beware Fishing Expeditions
Qualifies for FAA Wings and AMT credit. Mike Busch

When you put your aircraft in the shop for routine maintenance or to get a squawk fixed, you run the risk of your mechanic finding other problems. Mike Busch explains that there's a proper time and place for mechanics to conduct such fishing expeditions, and it's called "the annual inspection." Mike discusses how to keep mechanics on a short leash so you don't wind up with a grounded aircraft at an inconvenient time.

1/11/17 7 p.m. CST Where's My Flying Car?
Qualifies for FAA Wings credit. Prof. H. Paul Shuch

Since the dawn of manned flight, pilots have dreamed of fulfilling the spirit of the Marine Corps Anthem, seeking a single conveyance that can operate "in the air, on land and sea." In



Chuck Fisher

this FAA Safety Team WINGS webinar, professor H. Paul Shuch takes you (metaphorically) to the Shores of Tripoli, to trace the long history and engineering challenges of multi-function aircraft.

1/18/17 7 p.m. CST Non-Builder Homebuilt Aircraft Ownership
Qualifies for FAA Wings Credit. Tim Hoversten

Whether you have already owned a standard aircraft, or this is your first time owning any aircraft, Tim Hoversten from the EAA staff will give you the information you need to know to help you have a safe and rewarding experience owning a homebuilt experimental aircraft. What you can and can't do with your homebuilt, how to safely transition into to flying your new purchase, repairs, maintenance, inspections, and more.

1/25/17 7 p.m. CST 10 Things Every iPad Pilot Should Know
Qualifies for FAA Wings Credit. Bret Koebbe, Sporty's

The iPad has quickly become required equipment for many pilots and there's no question it has increased safety and reduced the costs associated with flying. Ten tips every iPad pilot should know will include a series of insightful recommendations, strategies and other tips that pilots of all experience levels should know when flying with the iPad. Topics include hidden software features, iPad "gotchas," flying with ADS-B weather, iPad connected panel, ForeFlight tips, preflighting your iPad, battery management, mounting, aviation apps you haven't heard of and much more.

SPORT AIR WORKSHOPS

None scheduled in Texas

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!



CHRISTMAS PARTY AND GIFT EXCHANGE



CHRISTMAS PARTY AND GIFT EXCHANGE



THE BUILDER'S CORNER

INDISPENSIBLE TOOLS

Mark Julicher

There are two routine tasks that are supposed to be done at every engine 100-hour inspection – namely cylinder compression checks and spark plug inspections. These tasks are essential, but oftentimes the routine is dull. It becomes tempting to skip steps; however, with a few elegant tools these tasks become easier and much faster.

The first time-saver is a compression tester extension. See the yellow tool in the photo. The extension is easier and quicker to

install than the short adapter supplied with your compression gauges. Furthermore, the extension can be installed while the engine is still hot and without using a wrench. Aircraft Tool Supply sells this gem for

just under \$30. I estimate it saves 20 minutes on a typical four-cylinder compression test.

The next time saver is a set of tools. These are, from bottom to top, a spark plug gap gauge, a gap closer and a gap expander. The tools shown are not the only type available, but these are what I use. They give good service and see a lot of use. Do yourself a favor and get these tools – you will never go back to duckbill pliers and screwdrivers to do these tasks.



Spark plug tools – super nice to have!



Compression test kit with compression tester extension



Using the gap tool

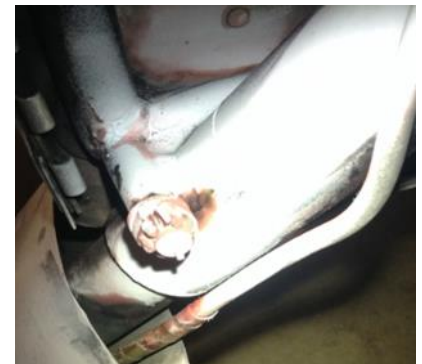


Using the expander tool

Check your engine mount

Vic and I were doing a condition inspection on a RV-6 and it was going along OK – we thought. But a sharp look by Ed Santiago, (AKA airport curmudgeon and damn proud of it), revealed what looked like a crack in the engine mount. An application of dye penetrant and sure enough – there was a crack in the engine mount.

We removed the engine, landing gear, and engine mount from this RV-6. That took about 8 hours of blood, sweat, and swears. After this, we sand blasted the cracked area to remove powder coat. With the powder coat gone, we could see that the crack was $\frac{3}{4}$ of the way around the right landing gear tube. (recall that the landing gear on an RV6 are inserted into tubes which are part of the engine mount.)



Dye penetrant reveals a crack on the engine/landing gear mount of RV-6

Recognizing that this critical weld was beyond our limited welding talent, we took the engine mount to Aero Weld in San Antonio. These folks promptly made a first class repair and also welded in some gussets that were supplied by Van's Aircraft. The welding is first class and the engine mount was reinstalled with very little difficulty.

The RV-6 is now back in the air; however, subsequent to this effort a second RV owner found four cracks, some of them se-

(Continued on page 13)

THE BUILDER'S CORNER CONTINUED

(Continued from page 12)

vere, in his engine mount. Yow! Don't assume that your engine mount is bullet proof! LOOK at it and think about who will be riding behind that iron.

Hidden Corrosion

We removed a wing from a Citabria and have been doing a complete refurbishment. This included replacing the cracked, front spar. We got a new spar from Rainbow Aviation Services and it is first class in every respect, but it did not come with new bushings for the mounting bolts. This is not a problem because the bushings are easy to pop out of the old spar and re-use. But look what we found when we did!



Bushings in the spar of a Citabria



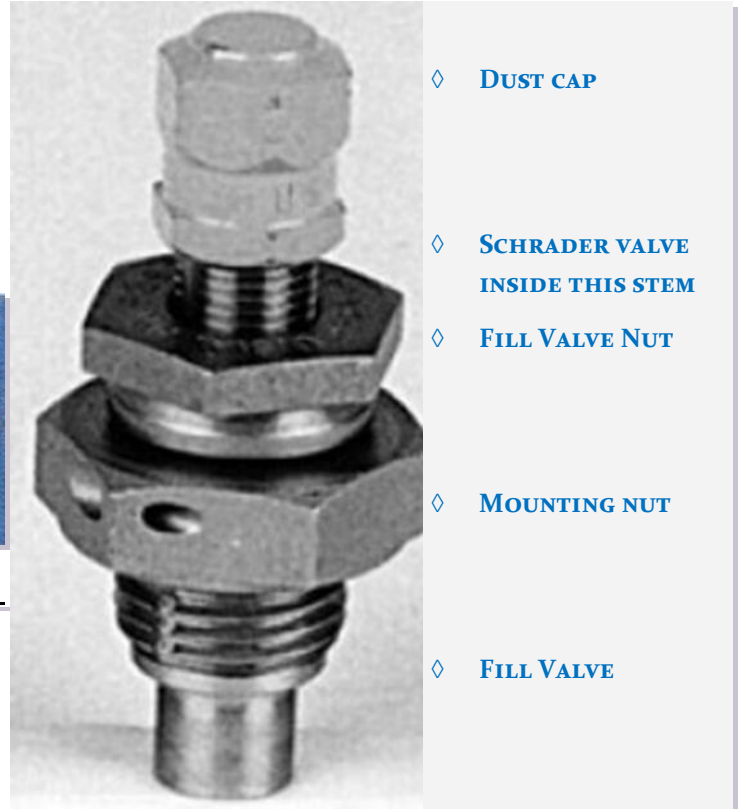
Bushings removed from the spar

You have to ask yourself if you would expect to find this sort of corrosion in a (theoretically) protected metal part. This aircraft lived most of its previous life in Florida which is probably a contributing factor. The message is clear – be suspicious, and put an eyeball on everything you can.



Short refresher on the Cessna nose strut filler valve

This valve assembly is installed in the top of the nose strut on your Cessna. Notice that there are TWO valves holding gas pressure inside your strut. The Schrader valve located under the dust cap is fairly obvious, but the fill valve is not obvious and it is easy to forget.



When you turn the fill valve nut counter clockwise, it opens the fill valve at the bottom of the assembly. The fill valve is shaped sort of like a golf tee pointed up into the body of the assembly and it moves in and out – opening and closing as you turn the fill valve nut. You must crack open the fill valve just a little bit in order to let gas move in or out. Once the strut is set to the desired level, you close the fill valve. The Schrader valve can probably hold the pressure by itself, but the fill valve working in conjunction with the Schrader valve is the way the assembly is designed.

So until next month we wish you all the best from Hangar 64 where on a typical day you see Chapter 35 projects like these:

L-16 owned by Bob Sabia, Doc Hecker, and Mark Julicher; Pitts S-1 owned by Doug Jenkins, and Champ owned by David Frost.



DECEMBER MYSTERY PLANE REVEALED

Doug Apsey

Well, I'm sure everyone identified our December mystery aircraft as Santa's sleigh. Of course, it's piloted by Santa himself, also known as Santa Claus, Saint Nicholas (St. Nick for short), Kris Kringle, Father Christmas and many other names



http://ichef-1.bbci.co.uk/news/624/media/images/79805000/png/_79805423_sleigh.png

throughout the world including Jultomtem or simply "Tomten" in Sweden (although this has not been verified by our resident Swede). And most of you probably could name at least a few of the "engines" that power this aircraft, but just in case you need a refresher. There's Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner and Blitzen, and of course the most famous Reindeer of all, Rudolph. Quite often, you'll see images of only eight Reindeer pulling Santa's sleigh. My understanding is that Rudolph is added only under severe IFR conditions.

In case you're in need of some trivia to throw out there during one of your holiday parties, here's something you may not know about Santa's Reindeer. Donner's name was actually Dunder and Blitzen's was Blixem in the original version of the 1823 poem by Clement C. Moore "A Visit from St Nicholas," more commonly known as "Twas the Night before Christmas."

As for what fuel these "engines" burn, well, Reindeer are part of the Caribou family (*Rangifer terandus* for you zoologist in the group) and in the wild they eat mosses, ferns, grasses and the shoots and leaves of plants. They especially enjoy willow and birch leaves. Santa's Reindeer are domesticated so prefer munching alfalfa hay and acacia browse, however, these are not ordinary Reindeer and it is said that their unique ability to fly comes from a heavy dose of Christmas Spirit that gets added to their diets a few weeks before December 25th.

I'm sure many of you are hoping to find the answer to the questions how fast will Santa's sleigh go and what is its maximum take-off weight. I did look on line and was able to find

several sites that proclaim to have calculated both the speed and load carrying capacity of Santa's sleigh but researching this, the best answer I was able to find was "Santa's sleigh flies fast enough and carries enough weight to complete

its mission of bringing joy to all the little children in the world." And isn't that all we need to know!

I hope you had a very Merry Christmas and a wonderful New Year!



<http://s.hswstatic.com/gif/santa-sleigh-2.gif>

NAME THE PLANE

Here's your first mystery airplane of the new year. 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 year did it first fly?
4. How many were produced?





Country Store

Brian Goode

OFFICIAL EAA CHAPTER NAME BADGES.

In case you haven't heard or read somewhere else in this newsletter, the Board of Directors of EAA Chapter 35 has approved the purchase of official EAA name badges for Chapter 35 members. You name will be spelled the way the latest Membership Directory has it spelled, unless you stop by the Country Store or the Membership desk at



the next Chapter meeting and correct the spelling. Some of you have already signed up for badges, so you will not have to stop again unless you want to purchase a badge for your spouse or other family members. The modest cost for those additional badges is only going to be \$5.00, due to our high order volume. Stop by the Country Store at the December meeting and write down the way you want your name spelled on your badge, or email the information to : ladybgoode@msn.com, so you won't forget. You can pay for any additional badges when they arrive.

SHIRT NEWS

Chapter 35 Country Store has plenty of Fishing shirts and yellow safety shirts in inventory. Stop by and pick up a couple.

The Country Store is selling 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 we have no overhead. We won't advertise the prices, but they will be posted at the monthly meetings at the Country Store. 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. The Degreaser also works well in cleaning up a stove top at home.

We have instructive videos which show the proper way to utilize the products. Check it out at the Country Store.



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		\$3.00
Official EAA engraved Name Badges		\$5.00
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" 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

Hangar for Rent: 40x30 "T" hangar, electricity, near runway, easy access. Call Richard at 210-846-5134 (Expires APR 2017)

Hangar for sale or rent, 30x40 on the runway, all utilities. Call 210-710-6063 (Expires APR 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

Two New Airport Diners!



Looking for an excuse to fly or drive to a local airport. There are two new Airport Diners in the San Antonio area.

Hangar 6 Air Café is located at the Uvalde airport and opened this fall. The offer serious American food from Waffles and omelets for breakfast, 1/2 burgers and sandwiches for lunch to full up diners for reasonable prices, even for pilots!

Big Bib BBQ is now at Stinson airport. Big Bib is one of San Antonio's top award winning BBQ places—which is saying a lot in this City! Menu items include well-BBQ. Humongous, "damn good BBQ" according to one reviewer.

We are fortunate to have places like these. But they'll only be there for a sunny day of flying if we keep 'em busy. Check them out!



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

April 1-2 Wings over South Texas
 NAS Corpus Christi

May 19-21 MODAERO Festival and Air Show
 Conroe TX

Nov 4-5 JB San Antonio Air Show

January 11, Air Safety Foundation—Nontowered Cases
 Studies: What Went Wrong
 Doubletree by Hilton San Antonio Airport
 7PM

January 14, 2nd Aviation Speaker Series—Bob Cardin
 KSSF-Stinson Muni
 12:00 PM - 01:30 PM

March 18-19 Heart of Texas Airshow
 Waco

2016 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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Nelson Amen (2012-2014) 210-834-1991 nelson.p.amen@gmail.com	Brian Goode 727-709-1159 ladygoode@msn.com
Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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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

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

JANUARY 2015	14	BOD Meeting LUNCH MEETING Program: Country Store Product Video and “Best Hands” Torque Challenge	10:30 am Lunch 11:30 Meeting/Program 12:30 pm – 1:30 pm “Tool Time”
FEBRUARY	11	LUNCH MEETING Program “James’ New Baby (The SportCruiser)”	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	11	Fourth Annual San Geronimo Hangar Tour	EAA Chapter 35 Clubhouse Lunch 11:30 Tour to Follow
APRIL 	8	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 	13	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	10	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	8	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	12	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	9	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	14	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 	11	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
DECEMBER 	9	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

Advertisement Prices for EAA 35 Newsletter

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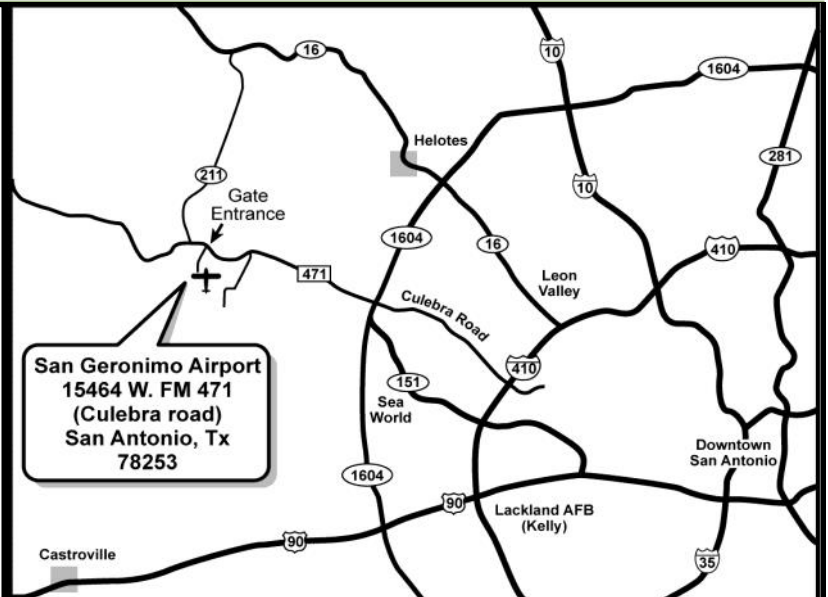
Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

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

Chapter 35 meets
Each Second Saturday of the Month

January 14
Lunch Meeting

1130
Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

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NEW

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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.



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



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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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