



HOW I BECAME A UFO PILOT

November 2016

Volume 58 Issue 11

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Next Event

November 12

Fly-Mart

Chili-Cook-off

And Annual Membership Meeting

1000

Chapter 35 Club-house

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Jim Humphries

I'm getting old, eighty-one this year. Flying has been a life-long passion. For forty years it brought me joy and excitement and, as Churchill put it, sometimes moments of stark terror. It also put bread on the table and sent our children to college. Most of my flying years were spent in the Air Force in many types and kinds of airplanes. But after retiring from the service, I hired on as an engineering test pilot with Fairchild Aircraft Corporation in San Antonio. I had accumulated ten thousand hours before I hung up my spurs twenty one years ago. At the end of my flying career, I said, "I don't have another airplane in me!" That was then.



This is now!

Here's how I met, the man who first inspired me and then enabled me to get back into flying again - as a UFO pilot.

One fine Saturday morning, my pilot friend, Ca-

sey, invited me to fly with him to a fly-in breakfast at Gillespie County Airport at Fredericksburg, Texas. Casey owns a splendid Hatz Classic bi-

plane, NX72PG and I love to fly with him. He tucked me into the front cockpit directly under the upper wing, and we took off from the San Geronimo Air Park just after nine o'clock that morning. Casey flew from the back seat as was the custom with this air-

plane. We were soon at Fredericksburg, landed and met some of his friends at the Airport Diner on the field. As we entered, Casey spied a long-time friend, Russ Luigs, an eighty-three-year old gentleman pilot who proudly owned and piloted a modern Cub Crafters Sport Cub, N817RL.

The plane was tied-down on the ramp outside the restaurant. It looked like an iconic Piper Cub with its Cub yellow paint scheme with the black Piper lightning flash on the fuselage sides. But, as I soon learned, this wasn't your granddaddy's Piper Cub. Technically it bore the designation of CC11-100

(Continued on page 4)

Next Event



Fly-Mart: 10:00

Chili Cook -Off: 11:30

Presentation by John Karako—Air Academy Scholar

Annual Membership Meeting to follow

PRESIDENTS COCKPIT



Steve Jones

November. The air is crisp and cool. Airplanes love this weather. The air is denser and the engine pulls a little stronger. While flyers from the northern latitudes are pickling their airplanes for a cold winter, we are just coming into our own. Time to pack your parka and turn your prop! If you're looking for a place to fly, you might like to know there's a new restaurant open at the Uvalde Airport. Word is the prices are reasonable, the food is good and the wait staff is still learning – you might have to fetch your own tea.

Chapter 35 wishes to thank Mooney for opening their Kerrville production facility on a Saturday for an exclusive tour by chapter members. Our hosts demonstrated Mooney's resolve to honor their history and innovate for the future. I'm sure anyone looking at the price sheets before the tour came away with a true appreciation for what a tremendous and capital-intensive undertaking it is to produce a certificated airplane. Our hats are off to Mooney as they return to series production!

It's time for a throw-down. It's chili-cooking season! Once a year, Chapter 35 gathers to decide who has the best chili, bar none. If memory serves, Chuck Fisher won last year's conflagration, and earned braggin' rights for the next 364 days. And anyone who's won can tell you, braggin' rights is just fun. This year, we're upping our game. We're returning to the old ways. There'll be a chili judging panel who'll decide first, second and third place chili champions. Then, since we know any judge can be corrupted, there'll be a people's choice award, where you, the members shout and jump and decide who really made the best chili. Your Vice President, Darren Medlin is lining up no kidding prizes to shower upon our winners. More to follow!

If you're in a chili-cooking, braggin', or just downright generous mood, bust out your best recipe and bring on some chili. (Bribes like, for example, Shiner Bock are officially discouraged)

Ready to clean out your hangar? Mark your calendars: Saturday, November 12th, from 10:00 AM to 11:30 AM, we're holding the Chapter 35 Annual Fly-Mart. Guidelines for the event:

- * When? November 12th, 10:00-11:30 AM
- * What can be sold? Hangar or aviation related items
- * Who gets the money? Sellers keep all the money.
- * Who can sell? Chapter members and their guests.

- * Where? On the porch behind our club house. Sellers can use the picnic tables but count on bringing a folding table as well. Space will be in short supply.

What happens to items that don't sell? They go home with the seller. No donations please. The objective is to move this jun... stuff, from one member's hangar to another's where it's needed.

EAA Chapter 1088 recently sponsored a fly-in lunch at Russ Luigs' Flying L Ranch. Russ is more than a Master Pilot, he is also a most gracious host. The weather opened up mid-morning, allowing some 20+ airplanes and 50+ people to attend. As a bonus, lunch was delivered by Stearman. EAA Chapter 35 member Jim Humphries arrived in style as a guest pilot in the factory demonstrator Mooney Acclaim. Chuck Fisher showed off his new Navion.

Be sure to pace yourself. After the fly-mart, the general meeting and the throw-down chili cook-off, our Air Academy graduate, John Karako will deliver a riveting PowerPoint presentation on his experience. (yes, I did say 'riveting' and no, I'm not ashamed) It'll be great to hear what he got out of this experience made possible by you!

It's never too early to start planning for the March hay-ride and hangar presentation event. If you have a project at San Geronimo Air Park, or a particular aviation-related building skill you want to demonstrate, or you're just happy to talk about your airplane, please contact Darren Medlin at eaa35vp@gmail.com. Let him know you want to schedule your hangar as a tour stop.

It's time to put this issue to bed and push the plane out. As always, please, fly safe and have fun doing it.



NEW MEMBERS

Can you believe it—we are already in the last several weeks of the year.

We will welcome our newest members at the upcoming meeting!

Speaking of which; the Chili Cook-Off and Fly-Mart will be an excellent time to bring your friends to meet and join the group. We'll also hear from our Air Academy scholar, so if you know someone who might like to apply this year, it will be an excellent opportunity for them to chat. Try to make it a point to bring an aspiring aviator to this meeting.

CHAPTER BULLETIN BOARD

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 lewman@sbcglobal.net gets it—hurry!

We will have our annual Chili Cook-Off at the next meeting.

We will need sides, garnishes and deserts as always. And most important—bring your best chili—and lots of it!

FLY-MART Guidelines

Saturday, November 12th,

Fly-Mart 10:00 - 11:30am.

Guidelines-W

When: 10:00-11:30

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Who gets the money?: Sellers keep all the money.

Who can sell: Chapter members and their guests.

Where: On the porch behind our club house.

Sellers can use the picnic tables and sellers are encouraged to bring tables as well.

What happens to items that don't sell: They go home with the seller.

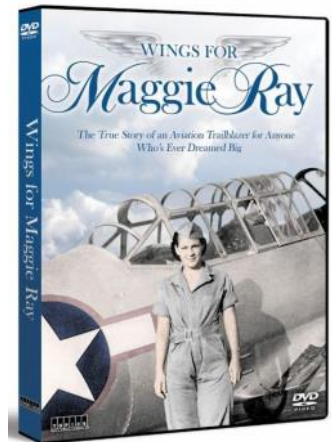


Movie Night October 28th, 6:30pm

A quick reminder that our movie night fly in will be October 28th, starting at 6:30pm with the film starting at 7:00pm.

We will be watching Wings for Maggie Ray

Food to be served - BBQ Pulled Pork along with sides, freshments and dessert. Please plan to BYOC (Bring Your Own Chair) for movie seating



Lunch Fly-In for Nov.

November 12th

Starting a Noon.

Thanksgiving meal to be served with all the trimmings!



<https://s-media-cache-ak0.pinimg.com/originals/6f/bd/2a/6fbd2a9d9a6e18e515bb6627b074e.jpg>

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

HOW I BECAME A UFO PILOT

(Continued from page 1)

Sport Cub, licensed in the new category of light sport airplanes weighing no more than 1320 pounds of airplane, crew and fuel. The Sport Cub was a twenty-first century look-alike that had been cleverly modernized to include an electrical system with an avionics package boasting a Garmin 396 GPS, an electric starter and electric pitch trim and toe brakes atop the rudder pedals. A closer look at the wing showed a row of vortex generators to improve slow-speed flying characteristics and reduce the power-off stall speed to 32 mph. Russ said that the slightly-enlarged cockpit made it more comfortable for him. It was obvious that the Cub was Russ' pride and joy.

Russ had another credential that he was proud of. He was a UFO pilot, and the Sport Cub was his UFO. Of course that bears explanation. There is an organization, The United Flying Octogenarians, comprised of pilots still flying in their eighties, and in a few cases, beyond that. It is a group of and for the last of the old dogs who just don't want to give up slipping the surly bonds. Russ told me about it at breakfast, and it was the first I'd ever heard of the group.

After a pleasant breakfast with Russ and his friends, Russ invited Casey and me to visit him on our way home at his private airport. The Flying L Ranch is 380 acres of Texas Hill Country on which he had a runway of hard-packed clay covered with a thin veneer of grass. Casey found his way there like he was in his own backyard. Russ had several herds of cattle, some antelopes and deer, and a few long-horns. At the south end of the runway was a red building containing Russ' office with a copious, modern hangar attached. The Cub was already inside, sitting proudly on a gleaming white floor, sharing the space with three other airplanes. After a tour of the hangar, Russ invited us into his pleasant office, and we enjoyed a good visit. Getting to know Russ Luigs was the beginning of a treasured friendship that grew out of that visit.

When it came time to leave, Casey again strapped me in the front cockpit for the trip back to San Geronimo. While Casey was setting

up his cockpit before starting, Russ again urged me to apply for UFO membership, and to get back to flying after a layoff of twenty-one years. He reminded me, "You're already an octogenarian, you're just not still flying!" I thought about his suggestion on the flight home, but without an airplane, and with my medical long-since expired, it seemed like a reach too far. I sat down and wrote an account of the exciting day with Casey and Russ. The next day, I sent Russ and Casey a copy of the article, "Flying for the Fun of It" and thanked them both for their friendship and kindness to me.

A few days later, I had an email from Russ thanking me for the article. He commented, "Saturday was my kind of day, beautiful flying, great comradery, and a decent breakfast to boot. The world needs to know more about how enjoyable that can be, so I hope that at least the [EAA] Chapter 35 newsletter picks it up, if not one of the larger publications." He attached a copy

of his membership card in the UFO organization, and encouraged me, "It would be no trick at all for you to join the club. As the kids say, 'just do it.'"

I wrote back with the first indication of my intent to follow his advice. In response to his instructions, I outlined the steps to make

it happen. This is what I wrote Russ.

'[Concerning] becoming a member of the UFO pilots' association: That will happen in five successive steps: 1.) Get a hearing aid, 2.) Hope to pass a Class 3 physical exam, 3.) Get a local check-out in a tail dragger, 4.) Log some pilot-in-

command time, and 5.) Send in my application to UFO." I added, "I loved your office and your yellow Cub! I can only imagine the enjoyment you've gotten from that airplane."

Russ was quick to dissuade me from a possible serious error in judgment concerning the FAA. He wrote, "Regarding your five steps, beware that you don't need to apply for a 3rd class ... What you can do is get a BFR [Biennial Review] and a tailwheel endorsement from an instructor who can instruct as the PIC [Pilot-in-Command]. . . Then, you can fly my Cub [italics mine] under the Sport Pilot regulations with only a valid driver's license for a medical." He suggested his own instructor, Les Bourne, a retired Air Force lieutenant colonel, with a broad career in military and civil aviation.

On our next meeting, Russ called Les and explained what he had in mind for me. When I got on the phone, I found a friendly voice on the line. Les thought the plan was doable, and agreed to take me on

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UFO PILOT—CONTINUED

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as a student. He was a CFI [an FAA Certified Flight Instructor], who was still actively flying a corporate Pilatus PC12 (a modern turbo-prop executive aircraft) for a living. In his time off, he flew as a flight instructor, and was busy building a kit home-built RV-8 sport plane. In fact, he already had one of his own that he enjoyed flying for fun. The one under construction in his garage was for a customer who was paying him to do some of the building. I would get to see and fly his airplane shortly after my first ground-school lesson with Les. And so, I signed-up as a student pilot again after flying professionally for forty years in many types of aircraft, accumulating over ten thousand flying hours. But that was twenty-one years ago, and I wondered if I could still fly well and safely. I was about to find out.

Excited about how things were coming together to get me back in the air, I called our son, John, also a CFI and a retired Air Force lieutenant colonel, a flight test engineer. I told him about my new bucket-list goals, and sought his advice in getting back up to speed in the flying game. He was chock-full of facts, info and regulations, and answered many of my questions. But most of all, he was pleased and excited that Dad was putting on his boots and spurs again after so many years. Concerning the required Biennial Flight Review, now re-named a Flight Review, John said all I needed was one hour of ground instruction and one hour of flying time. He recommended buying a book, "Pilot's Handbook of Aeronautical Knowledge" which I did the next day. It contained a wealth of aeronautical information that I was basically familiar with. The nice thing about it was that all of that good info was under a single cover. However, John also suggested that I buy a copy of the FAR AIM manual. The combined acronym stands for Federal Air Regulations Aeronautical Information Manual, and a thick compendium of stuff that I at least needed to be conversant with.

I realized that I was woefully forgetful about Federal Air Regulations Part 61 and 91, which concerned pilot certification and operating regulations. The review was a necessary part of my getting current again. But the old phrase which has turned me off for all of my flying career was back in spades, "Except as in paragraph [X], no person shall..."



Imagine reading an inch-thick volume where that ominous phrase appeared over and over on page after page. That was something I hadn't missed over the years since I was last current.

So I had two areas to get smart about before I could fly again. First were the air regulations, and second was the Sport Cub. Obviously learning all about the Cub was the area I most preferred. I needed a pilot's operating manual and a checklist. I found a review of the Sport Cub that included a website for CubCrafters. Sure enough, the operating manual, which I always called a flight manual, could be downloaded from the website. I began building a manual with which to study the airplane. To my amazement, the manual was two hundred and twenty pages long! Finally I downloaded the whole thing except for the last section about the Sport Cub on floats, and assembled my manual. By that time, I had many photos of the plane, so to make the manual more appealing, I printed a different photo of Russ' Cub on a divider between each section of the book, and had it bound with a spiral binder so that it could be opened flat for study and for copying checklist pages. Those I bound with snap rings, and put them between heavy cardboard covers with photos imprinted. At last I was ready to start learning one more airplane.

Learning the Cub meant learning the V-speeds, like the flaps-down stall speed, V_{SO} , the takeoff and landing speeds, the maximum speed in smooth air and in rough air, V_{NO} and V_{NE} , the best climb speed, V_Y and best glide speed, V_G , etc. There were limitations of engine rpm, and minimum and maximum oil temperature and pressure, fuel tank capacity, maximum allowable gross weight, center-of-gravity calculations and operating ranges.

The operating procedures contained the pre-flight "walk around" inspection items. I located them from photos in the manual and from photos I had taken of the Cub on several occasions in Russ' hangar. Then there were emergency procedures in case of engine failure or fire to be memorized. There was a section on systems operation, and many warnings, cautions and notes. Our son, John, the flight instructor, was impressed that Dad was taking this airplane so seriously. True, it was "just" a "Piper Cub," but I read a truism somewhere that even a little Cub could kill you - slowly! Anyway, I had lots of time to get up to speed on the plane, and I

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UFO PILOT—CONTINUED

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worked hard at it.

Now it was time to meet my instructor, Les Bourne. I called him on Valentine's Day and set up an appointment to come to his house the next day for ground instruction, and to plan a way to accomplish what Russ had offered me. I got to Les' house early, and sat in the car in front of his house awaiting the nine o'clock appointment. Les saw me through the window, and came out to meet me. He was a friendly man, and invited me in. We discussed my intentions to get back up to speed, become comfortable again in the flying environment, and to qualify in the Cub for a Sport Pilot sign-off, and for fun, qualify as a UFO pilot.

He was glad I wanted to get back to flying, and was ready and able to help me. That ground school lesson lasted three-and-a-half hours. He was a source of knowledge and currency, and I had a long list of questions and a need to find the sources of information that I would need to fly again on my own. Les could see that I was serious. I showed him the flight manual and checklist I had made for flying the Cub. I quoted the V-speeds for the airplane, and he was pleased that I had made the effort to know the airplane well before my first flight in it. When I had exhausted my questions, and learned a great deal from Les, I wrote him a check for the lesson. Then, to my surprise, he asked if I would like to go for a flight in his RV-8. Well, sure, indeed I would!

We stopped by a fast food restaurant for lunch, and then headed for the New Braunfels Airport where his plane was hangared. Les opened the folding front door of Hangar B7 to reveal his beautiful hand-built, single-engine, low wing, 200 horsepower RV-8. We rolled it out into the sunlight, and I was in awe of his project. He told me that it was a fighter pilot's airplane - fast, maneuverable, aerobatic and fun to fly. And it was a tail-dragger like most of the World War II fighters. The cockpit was tandem, with room for a passenger in the back seat, and covered with a formed Plexiglas canopy. I was delighted to fill that back seat for a dollar-ride.

We taxied out and took off, turned westward toward Canyon Lake, and climbed up several thousand feet. A good intercom made it easy to communicate, and cut the engine noise considerably. Previously I had considered getting a hearing aid, but happily, the intercom and headsets made that unnecessary. As the lake came in sight ahead, Les said, "Let's bomb the dam!" Instantly he banked, and the plane we were headed down to follow the Guadalupe River toward the



lake. We zipped by the low hills along the river, zigzagging around the sharp bends, pulling g's during bank-and-yank turns to follow the winding stream. We popped up over the dam, Les said, "Got it!" and up we went. He let me fly for a bit, doing a few maneuvers and turns to get the feel of the plane. My first attempt at some of them proved that there were some of my favorite maneuvers that I had forgotten how to execute. Les made a quick recovery, and gave me another try. The second time, my maneuvering improved as some of the old instincts came back. Curiously, there were no rudder pedals in the rear cockpit, but the Frise ailerons made rudder inputs unnecessary for coordinated turns. Soon Les took control again, and we headed back to the airport, landed and hangared the plane. I was greatly impressed with the plane and pilot. I knew I had found the right instructor to get me in the air again.

The first of a series of delays occurred to stretch out my Cub flight. Just as I was ready to fly the Cub, Russ emailed Les and me that the Cub needed an annual inspection. That would take about a week. I could use the time, and Les was busy with his regular flying job. But the annual didn't go well. The maintenance inspector, who knew the Cub well, found one of the cylinders not making specified compression. That required removing the cylinder and shipping it to a repair facility. The inspection and repair stretched into three weeks before the plane was airworthy again.

In the meantime, I found out that I wasn't as young as I felt. My wife wanted the front yard raked since it was covered in oak leaves. No problem! We did that twice every year. So out we went one afternoon late in the day, and started raking fallen oak leaves into piles with broom rakes. I felt strong and comfortable raking hard. As darkness approached, we raked harder and faster to finish the yard before it was pitch black dark. We barely succeeded, went in and showered, ate a light supper and crashed. But when I woke up the next morning, I was a physical wreck. I couldn't raise my arms above my shoulders without great pain.

But my condition was worse than sore shoulders. The bones in my feet were painful when I stood up, and I could scarcely walk. There was stiffness in every joint, and my hands and fingers were weak and painful. What had I done!? I told my wife, Marsha, that I felt like I was eighty years old. To which she quipped, "It's no wonder! You are

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UFO PILOT—CONTINUED

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eighty-one years old! It's about time you started feeling your age!"

But this was no joke. For many weeks thereafter, she had to put my socks on. I couldn't reach my toes to get them started, and my fingers didn't have the strength to pull them over my heel and all the way on. I had to let Les know that I was DNIF, an old Air Force acronym meaning Duty Not Involving Flying.

A month passed awaiting an appointment with a physical therapist, and I was slowly recovering on my own as days passed. But I had a long way to go to get my strength and endurance back. Les was patient with me. I knew I couldn't fly the Cub until I could reach up and grasp the flap handle, and pull it down to extend the flaps. Finally, three weeks of therapy and a series of chiropractic sessions finally freed-up my arms until I could once again reach above my shoulders, and had enough strength to operate the flaps. It looked like I was going to make a complete recovery after three months of pain and stiffness and general incapacitation. I heard the A-word (arthritis) mentioned more than once.

Finally, I called Les in late July to inform him that I had completed the physical therapy, and considered myself to be back on flight status. His schedule was quite full and the window of opportunity, still depending on the availability of the Cub, was open for just one day, August second! Les was willing to spend the day with me. Russ confirmed that the Cub was back in commission and running smoothly. The weather forecast looked favorable, so we decided to go for it.

Les suggested we fly over to Bandera in his home-built, 200 mph RV-8. That was great with me since the Flying L Ranch, north of Bandera, was an hour's drive away, (versus seventeen minutes in the RV), and besides, I had fallen in love with his airplane. We planned to meet at Les' house at nine the next morning, on the big day.

The big day dawned bright and calm, with a layer of scattered Texas cumulus clouds stretching across the sky. It looked like we were off to a fine start. Despite my infatuation with Les' RV-8 masterpiece, I still held a vision of the Cub in my mind, and was filled with anticipation to fly it.

I gathered up my checklist and knee board, made sure I had my cell phone camera along, grabbed a cutout area of a sectional chart for navigation, and drove to Les' house to get underway. He was ready and waiting, offered me a cup of coffee, and we headed for the New Braunfels airport again for the flight to the Flying L Ranch. I had drawn a course line on my chart, showing a straight flight at 273 degrees for sixty-seven miles. That computed to a seventeen-

minute flight. We were soon on our way at 4,500 feet, heading west at cruise speed. I was looking for ground check points as we raced along.

We crossed Highway 281 and soon Highway 10 as we began to look for the Ranch strip. Les pointed out a cluster of lakes on the east side of the field, and we descended below the cloud line as I enjoyed a little hand-flying from the back seat. I discovered that if I rose up high in my seat, I could see the altimeter over Les' right shoulder and the whiskey compass over his left. We entered the pattern for Runway 14 on a left, 45 degree entry. Les took over and flew the pattern and landing. We taxied up to the hangar and shut-down in the north entrance. Russ was waiting for us. After I made a pit stop I joined Russ and Les as they rolled the Cub out the south side of the hangar and pushed it to the fuel pit.

I had run a weight and balance calculation, and showed it to Les earlier in the day. It showed that we would be about 75 pounds over max gross weight, although within the critical center-of-gravity envelope. Both of us thought about how to stay legal for the instruction and check ride. Fortunately, the Cub hadn't been refueled after Russ' last flight, so no de-fueling was necessary. Les climbed the ladder with the fuel hose, and put in just enough 100 octane low lead fuel in the two wing tanks to bring us up to the 1,320 pound max gross weight. Meanwhile, I began my preflight inspection, and soon Les joined me as we completed the walk-around.

Russ had previously shown me how to get in the Cub, but it wasn't immediately obvious, and I had forgotten. Les showed me the procedure of stepping on the left main tire, twisting around to sit on the top of the folded-down door, and then swinging my legs into the cockpit on either side of the control stick. With one final twist, I was seated in the front cockpit, and Les was busy handing me the shoulder harness, and getting me strapped in. He put a headset on my head, and adjusted the mike. I was soon ready to start the engine, and Les was in the hammock-like rear seat. I definitely had the better seat. I got out my checklist, and went through the Before Starting and Starting procedures. Russ had tipped me off a few minutes before to pump the throttle seven times before cranking. I did that, and called "Clear!" and hit the starter. The engine came to life with a roar, and settled into a smooth idle. We made sure we had intercom communication with each other, and Les said, "Let's go!" A burst of throttle and a hard step on the toe brake, and we taxied out toward the runway. Russ had a paved departure ramp that led to the grass runway. We noticed an irrigation trailer near

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UFO PILOT—CONTINUED

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the takeoff end of the runway. It obviously wasn't going to move. So we taxied downwind toward the unit. As we approached it, I asked to do a 360 turn to get the feel of the brakes, and steering and power required for ground handling. We taxied into position for takeoff, noted a slight right crosswind, and started our takeoff roll. Les had just asked me "What will you do first?" Remembering some of the tricks of a tail wheel airplane, I said, "Keep it rolling straight." And away we went. Up came the tail in the propwash as the speed increased. The runway was a little bumpy, which added some noise and stress until we gently lifted off and began our climb out.



Les reminded me of the crosswind, and we climbed straight ahead. On the crosswind leg I heard him speak to me, but could barely hear him. This is bad, I thought. Maybe I really can't hear well enough to fly. Les saw the problem. We had on each other's headset! He quickly switched them, and I could hear again. That almost ended the flight. Les suggested that we depart the pattern and get a feel for the plane in flight. As we leveled off, he had me retard the throttle and slow the Cub for a demonstration of slow flight at thirty miles per hour! It was hard to believe we could fly so slowly so close to the stall with so little effort.

I suggested that we turn around and head back to the field for our landings. But when we had made the turn, I looked in all directions for the ranch airstrip. I was obviously "temporarily disoriented." (That means lost!) Les spotted the field, and we joined the traffic pattern. I had never made a "wheel landing" in a tail wheel airplane, so I wanted that to be my first landing. A wheel landing is a landing where one or both of the main wheels touch the runway first, while the tail wheel is still above the runway. There was enough turbulence from the 90 degree outside air temperature to bounce the plane around, and I was working hard to make decent approaches and landings. The first three-point landing was a bit rough, but successful. A third landing resulted in a bounce, and Les ordered a go-around. Each time around the pattern, I was getting the feel of flying a very light airplane in the heat of the day with something of a cross wind without over-controlling. On my last time around the pattern,

Les had showed me how far abeam the runway I should put the downwind leg. He pointed out the irrigation cart on the runway, and suggested I reduce the rpm to 1500 and put down a notch of flaps as we were abeam of it. By that time, I had come to expect the nose-up pitching when the flaps were extended, and I could trim the Cub without a noticeable altitude gain. And so we made the turn to final, and glided down to a respectable landing.

As we came to a stop, Les tapped my shoulder, and congratulated me for becoming a UFO pilot. Without further ado, we taxied up to the hangar and shut the engine down. Russ was there to celebrate the achievement. We put the airplane back in the hangar, and drove in to Bandera for a nice lunch together. Afterwards, Les and I flew back to New Braunfels, parked the RV-8, and drove back to his house to critique the flight.

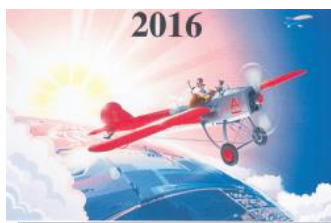
Les made the entries in my log book to reflect what we had accomplished. He logged 1.1 hours in his RV-8, with 1.0 hours of



that dual instruction. For the Cub flight, he logged an hour, evenly divided between dual instruction and pilot-in-command. The pilot-in-command time qualified me for UFO membership. He signed off a tail wheel endorsement at my request. The pilot-in-command sign-off also

served to allow me to exercise the privileges of a light sport pilot, based on prior rating as an Airline Transport Pilot (ATP) and a medical certificate that had expired, but had never been revoked. Henceforth, my driver's license will suffice for medical qualification.

I believe that I will still need a Flight Review, but I can submit my application to become a UFO pilot - which was the original objective.



Mission accomplished! I extend my sincere thanks to my benefactors, Russ Luigs and Les Bourne who saw me through the whole process.

CONTACT

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Carmel Valley, CA 93924-1765 Phone:
(831) 659-7523
website: www.ufopilots.org



FROM HEADQUARTERS AND OTHER NEWS

Chapter 35 flies Young Eagles

Check out the national coverage of our event at EAA.org or [click here](#)

FAA Releases Revised LODA Policy for Comment

October 20, 2016 - The FAA is poised to greatly expand the availability of training in experimental category aircraft in a revamp of its guidance for issuing letters of deviation authority (LODA). This revamp will also streamline the LODA issuance process with the publication of an advisory circular (AC) to aid applicants.

LODAs allow experimental aircraft to be flown for compensation or for the purposes of flight training. Many are held by operators who offer type-specific transition training to current or prospective homebuilders, but LODAs are also a crucial element in training for certain areas of the light-sport community (such as gyroplanes) and for ultralight flying.

The new guidance will allow LODA holders, in certain cases, to provide endorsements to transition training students. [See complete article](#)

WEBINARS

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



11/2/16 8 p.m. CDT The Traveling Tool Kit

Qualifies for FAA Wings & AMT credit.
Mike Busch

11/9/16 7 p.m. CST How to Fly a Perfect Traffic Pattern

Qualifies for FAA Wings credit. Prof. H. Paul Shuch

11/16/16 7 p.m. CST The Advanced Basics of GPS

Qualifies for FAA Wings credit. Brian Herget

11/22/16 7 p.m. CST Considerations in Aircraft Painting and Vinyl Design Applications

Qualifies for FAA AMT credit. Craig Barnett

11/29/16 7 p.m. CST Introduction to SOLIDWORKS, EAA's Newest Member Benefit

Cory Puuri and Jeff Setzer

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!



AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html



FAA Issues Airworthiness Directive on Continental TSIO-550 engines

This affects certain Continental Motors, Inc. (CMI) TSIO-550-K, TSIOF-550-K, TSIO-550-C, TSIOF-550-D, and TSIO-550-N reciprocating engines. This AD was prompted by a report of an uncommanded in-flight shutdown (IFSD) resulting in injuries and significant airplane damage.

This AD requires replacing the oil cooler cross fitting assembly. This AD is effective November 18, 2016. Within 12 months or 100 flight hours after the effective date of the AD, whichever occurs first, replace the oil cooler cross fitting, nipple, and bushing.

[Read the AD Here](#)



FAA: Remove NavWorx UATs

Proposed AD affects 800 ADS-B units

The FAA proposed an airworthiness directive (AD) on Oct. 20 that would require removing certain NavWorx Inc. model ADS600-B remote-mounted universal access transceivers (UATs) from the aircraft in which they have been installed, and



would prohibit their installation on any aircraft. The products provide Automatic Dependent Surveillance-Broadcast (ADS-B) Out and In on the 978-MHz frequency. The FAA estimates that approximately 800 U.S.-registered aircraft would be affected by the proposed AD

The unapproved parts notification and proposed AD arose from the same issue. The FAA says that the WAAS GPS receivers in some NavWorx UATs are not certified, and that when NavWorx revised its software to behave as though the GPS receivers were certified, the ADS-B units no longer complied with Technical Standard Order (TSO) C-154c. [Read the full article here](#)



MOONEY PLANT TOUR—OCTOBER 2016

PHOTOS: PEGGY FISHER

Chuck Fisher

Our most recent Chapter 35 adventure was a fly-out/drive out event to nearby Kerrville Texas to see the amazing new Mooney aircraft being manufactured in the heart of Texas. Nearly 40 members flew or drove to the event, hosted and guided by Mr. Dirk Vanderzee, Vice President of Sales and Marketing and Tom Swofford, Chief Operating Officer who threw open the doors and gave us a wonderful guided tour on a bright South Texas Saturday.

The Mooney facility re-opened a few years ago after a period of non-production, and the folks in Kerrville, Texas are turning out modern aircraft that are blisteringly fast, but built like the proverbial tank. We had a chance to see rows of brand new 240 Kts plus Ovation Ultra's that will be certified by the time this article is in print. If you haven't seen one, they are a work of art.

Chapter members, many of them builders and restorers themselves marveled at the precision welding on the rigid chromoly steel cockpit frame and amazingly tight fits and tolerances for every part. Mooney employs digital CNC machining, laser cutting and even 3D printing technology combined with old-style artisan techniques learned of decades of experience. The result is a custom, hand-built and finely-tuned aircraft with luxury feel and fighter performance. Yes, as a guy flying a 70 year old plane, there is a tinge of jealousy!



Chapter members had the chance to stand before the huge stamping press at the heart of the operation. It was once the largest in the nation, and was the backdrop for a photo of the chapter that appears in the February 1965 Sport Aviation. In the stamping area, we were also impressed that Mooney has continued their owner support through the decades and has retained the original tools and dies for more than 90 percent of the parts from any aircraft they have ever built. They rightfully pride themselves on getting parts out to owners quickly, even if they have to make it for them.

Afterward, nearly everyone made their way over to the local Burger Barn. There, the owner Tye, a pilot too, dedicated the entire restaurant to the chapter. The food was great, and the hospitality awesome with burgers that were Texas sized and delicious.

Can it get better? We all got to cap off a great event with either a flight home in clear blue south Texas skies, or a back-country drive through the Texas hill-country in fall.

Thank you to Dirk Vanderzee, Tom Swofford, the amazing Texas craftsmen and women at Mooney, and Tye and his staff at the Burger Barn in Centerpoint Texas. If y'all ever get a chance – drop in and see both! The Mooney staff gives tours weekly preferably on Wednesdays, but call ahead at 830.896.6000 or e-mail sales@mooney.com to arrange a visit. You will not be disappointed!



MOONEY PLANT TOUR—OCTOBER 2016

[MORE PICTURES ON PAGE 22 OF E-NEWSLETTER](#)

PHOTOS: PEGGY FISHER



THE BUILDER'S CORNER

LIGHTNING HOLES AND OTHER STUFF

Mark Julicher

Back to basics on screws

It would seem to be a most simple matter to use the correct fastener in the correct location, but I can assure you that I rarely work on a plane that does not have at least one fouled fastener. So with that, let me elucidate you dear reader on some basics about screws.

There are essentially two designs for aircraft screws, machine screws and sheet metal screws. Sheet metal screws have tapered shafts and relatively coarse helical threads. Machine screws have a cylindrical shaft and rather fine threads. Refer to photo 1.



Photo 1: Various Aircraft Screws

The two screws at the right in photo 1 are machine screws. Machine screws go into threaded items such as the nut-plates shown.

There are variations in length, diameter and head style, but you get the general picture. UNFORTUNATELY, machine screws can be forced into Tinnerman nuts and sheet metal screws can be forced into nut-plates. This usually ruins the nut-plate, Tinnerman, and/or the screw. It is much easier to install the correct screw than it is to rivet in new receptacles, so look before you leap! Older Cessna cowlings often use BOTH screw styles with machine screws toward the front and sheet metal screws toward the back. Piper wing inspection covers may be either style and often both styles on the same plane. Never forget that that screw head may actually be a quarter turn fastener... but that is altogether another topic.

The two screws at the left of photo 1 are sheet metal screws. Type B (Blunt) is for securing into Tinnerman nuts as seen in the photo. Type A (pointy) is for securing sheet metal to sheet metal and for tearing flesh from hands and fingers.

Do you fly conventional gear, (AKA taildragger)?

Photo 2 is what came from the tail post area of a light tail dragger on its last annual inspection. If you drop something in an aircraft it follows



Photo 2: Items found at the tail post during a recent inspection

Murphy's Law of selective gravitation... It will fall where it will do the most damage. If any of this flotsam had caught up in an elevator horn or rudder pulley it could have been very exciting.

New packaging is a big hit!

Dear Aircraft Parts and Stuff Company;

Thank you for the clever new packaging where all our stuff is safely buried in Cheetos. We think this is brilliant! The delicate aircraft parts have been arriving in perfect condition and the packaging is recycled at lunchtime. We only have one minor complaint. The Cheetos you have been using are very stale and have lost much of their flavor. Please consider purchasing fresh Cheetos and we especially like Nacho Cheese flavor.

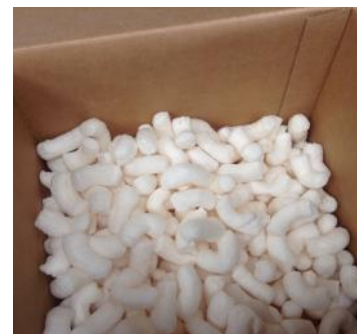


Photo 3: New Cheeto packaging - Brilliant!

Thank you again from your friends at Hangar 64.

(Continued on page 13)

THE BUILDER'S CORNER CONTINUED

(Continued from page 12)

Poor spellers of the world – UNTIE!

Dear Sir,

If you want my advise I think that last week you defiantly put two many rivits into the steal parts next to the lightning holes. Ultimately your breaks will fail wether you replace the fasteners or not. If you can bare with me, in the long hall we could pull your plane into a hanger correct the problem.

Translation:

Seven days ago someone with a bad attitude installed some fasteners to repair a hole caused during a thunderstorm. I don't understand how a castrated goat enters the discussion and I don't want to know why getting naked in a hallway is of any value.

Explanation:

My grandson told us that spelling is not a required subject because his computer does spell check so why waste time with arcane studies? Come On Get With It you old fogies!

Well, I guess I need a new computer because my spell checker only found ONE of the eleven misspellings in my whimsical paragraph, (12 if you count the header.) All the words I mangled above were found in aviation articles, e-mails, or logbooks in the last month. Dear grandson, they are called "Homonyms" and accurate write-ups are important.

Chilly Weather brings unexpected friends

This little guy was enjoying the warmer concrete in my hangar last Monday. Sure it is not poisonous. So What? He/She/It was not too happy when I push-broomed it to the nearest grass. Mice, insects and yes, snakes are now moving to warmer places.



Photo 4: Found on the hangar floor this week



SAFETY NOTES & NOTAMS

WHO'S THERE?

Sometimes a photo can say it all!

DESCRIPTION

N8037W, A PIPER PA 28-180 ON FINAL APPROACH, STRUCK ANOTHER AIRCRAFT, N15EX, A GLASTAR, BOTH AIRCRAFT LANDED WITHOUT INCIDENT, NO INJURIES REPORTED, N8037W SUSTAINED MINOR DAMAGE, N15EX SUSTAINED SUBSTANTIAL DAMAGE, SONOMA VALLEY AIRPORT, NAPA, CA



<http://www.aero-news.net/images/content/genav/2008/Cherokee>

Although the aircraft were damaged, everyone walked away. Fortunately.

In another recent incident it a non-towered field in Arkansas, the pilots were not so lucky. A 70 year old pilot in a Bonanza was killed when he was taking off on 36 and another aircraft was landing on 18. Apparently neither saw or heard the other until after the Bo was almost at Vr. He seems to have pulled it off early and stalled, rolled right, and ended up hitting a big hanger



But how did this happen? These pilots were not communicating.

Each of us has undoubtedly forgotten to switch back to the right CTAF at some point in our flying, or maybe forgot to switch it on before taxi. This photo is a callout to be attentive.

* If it is a beautiful day—you SHOULD hear chatter. If you are taxiing and it is quiet—assume something is wrong—**check your radio.**

- * As you approach an airport, switch to the frequency early enough to **learn who is in the pattern and on the ground.**
- * **Fly the downwind** (straight-in is higher risk)—look down at who is taxiing. That glance could save your life!
- * If you are landing—**use your lights**—they aren't *that* expensive
- * And if you are taking off—**LOOK both ways**

OCTOBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame for correctly identifying our October mystery airplane as the Saab MFI-17 (T-17) Supporter. Its civilian counterpart is known as the MFI-15 Safari. The aircraft was designed by Bjorn Andreasson and the prototype first flew in July of 1969. After some modifications to the airframe including the T-tail configuration, the production version of



the Safari first flew on 26 February, 1971. The military version of the Safari is designated the MFI-17 Supporter which first flew on 6



MFI-17 (Airteam.images.com)

July, 1972. The two aircraft are basically the same design except that the MFI-17 is equipped to serve as military trainer and observation aircraft



MFI-15 (Airwar.ru)

while the MFI-15 is outfitted for the civilian market.

The MFI-15/17 is a two



MFI-17 Panel (Airteamimages.com)

seat, side by side design with a braced, shoulder mounted wing that is forward-swept. Wing-span is 29 ft. Saab built the airplane with both a fixed tri-cycle or conventional (tail wheel) landing gear configuration. It's powered by a 200 hp Lycoming fuel injected IO-360 engine. Cruise speed is listed at 110 knots and stall speed is 55 knots. Rate of climb is around 1000 ft/min. Empty weight is 1521 lbs while maximum takeoff weight is 2645 lbs.

The MFI-17 Supporter served or is still serving as a military trainer and utility aircraft for the countries of Denmark, Norway, Pakistan, Sierra Leone and Zambia but the majority of the 250 that were manufactured by Saab were sold to the civilian market as MFI-15's. Although production by Saab stopped in 1979, a modified version of the MFI-17 called the Mushshak is still in production in Pakistan and serves as a primary trainer for that country as well as Iran, Iraq, Saudi Arabia, Oman and Syria. Approximately 212 MFI-17's have been built in Pakistan. In 1996, the PAC Super Mushshak was introduced with a 260 hp Lycoming IO-540. The increased horsepower bumped the cruise speed to 130 knots and gave the Mushshak an impressive rate of climb of 1220 ft/min. Approximately 60 of the Super Mushshaks have been produced.

Source for this article was Wikipedia:
https://en.wikipedia.org/wiki/Saab_Safari



NAME THE PLANE

Here's your November 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 year did it first fly?
4. How many were produced?
5. Bonus Question: The spouse of a famous aviator learned to fly in one of these – who was that person?





Country Store

Brian Goode

OFFICIAL EAA CHAPTER NAME BADGES 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 November 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.

We have found a source for 3 inch stick on reflective logo decals. The preproduction cost estimate is around a dollar each. They could be available by Christmas.



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 2016)



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 hangared, Original paint, flies great.



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 paint, wheel pants, NEW tires, NEW bearings, NEW interior, re-built 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 2016)



Contact Severo Garza at sgarza830@gvctc.com or Aeromax at (830) 446-1064 (Expires DEC 2016)

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

To post a classified—contact the editor at eaa35news@gmail.com

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



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

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

Nov 5 AOPA Rusty Pilots Program (KAUS)

[Click](#) to Register or see AOPA.org

Nov 5 Georgetown Airfest
 Airfest.georgetown.org

Nov 7 FAA IA Recurrent Seminar
 Coulter Field (Bryan TX)
[Details—click here](#)

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

Nov 12 Temple Veterans Day Weekend Fly-in
 (9:00 AM. -- 3:00 PM.) Temple Airport (KTPL)

Nov 12 Rocket 100 Air Race
 Taylor TX
Sportairrace.org/sarl/

AVIATION LEGEND BOB HOOVER—GONE WEST



Eaa.org

As this newsletter went to print, we learned that aviation legend Bob Hoover, an icon for aviators around the globe and a huge supporter of EAA made his final flight.

EAA news reported that “The aviation career of Bob Hoover had a nearly storybook quality to it – a story that was often a mix of thriller and adventure.

After working at a Nashville grocery store to pay for flight lessons as a teenager and teaching himself aerobatics, Hoover entered the Tennessee National Guard and eventually was sent to Army Pilot Training School. In World War II, Hoover talked his way out of test pilot duty into combat missions, where he eventually was shot down, captured, and escaped from a German prisoner of war camp.”

“As a test pilot following the war, he flew a variety of aircraft and was

Chuck Yeager’s backup and chase pilot during the eventually successful attempts to fly faster than the speed of sound. He set numerous aviation records and his long association with North American Aviation and Rockwell International allowed him to test many aircraft, ranging from the T-28 trainer to the F-100 jet.”

“Many EAA members and air show fans knew Hoover from his impeccable air show performances in the P-51 as well as in the Shrike Commander, where he would showcase his energy management sequence without engine power. His flying skills allowed him to pour himself a cup tea while flying a complete roll in that aircraft.”

“Hoover also won a lengthy battle against the FAA in the 1990s, when he fought against the revocation of his medical certificate. His flying career was documented in the 2014 documentary Flying the Feathered Edge”

In a signature had with an impeccable mustache to the end, Bob Hoover was immediately recognizable at AirVenture and around the world. His legend will remain part of aviation history.

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Chapter 35 meets
Each Second Saturday of the Month

November 12

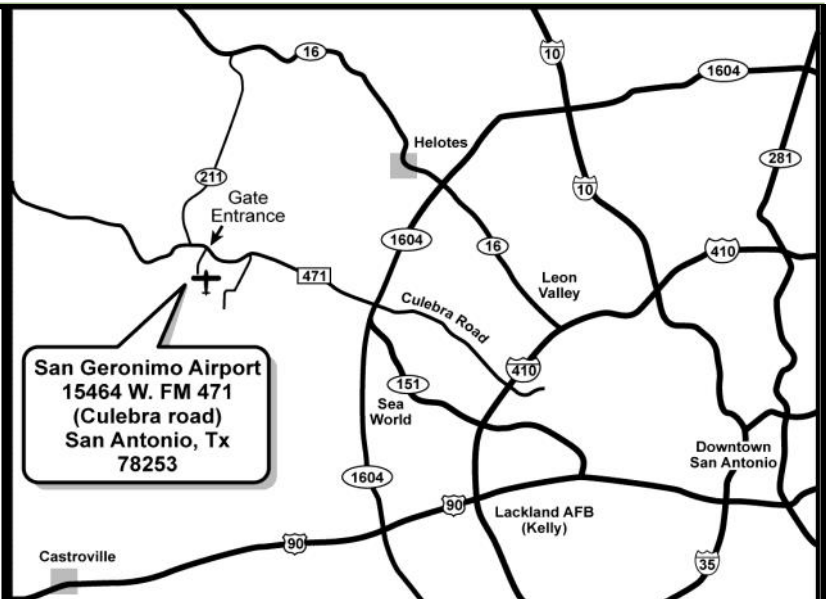
Fly-Mart: 10 AM

Chili-Cook-off

And Annual Membership Meeting

11:30 AM

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](#)

ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



Wash Wax ALL
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.
Spray On - Wipe Dry



Wash Wax ALL Degreaser
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



Belly Wash
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. **NEW**

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.



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.



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.



Water Spot Remover
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.



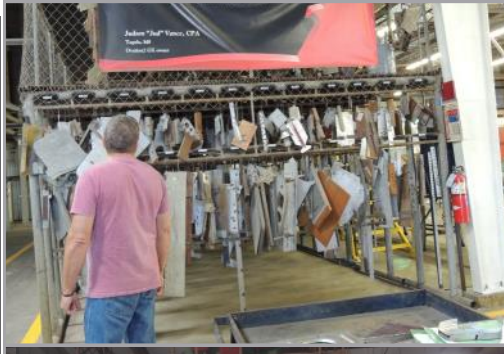
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MOONEY PLANT TOUR—OCTOBER 2016

PHOTOS: PEGGY FISHER



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