

Young Eagles RESCHEDULED to 05/27/17 0900 at KSSF—You are needed!



# RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

CELEBRATING 60 YEARS



## A MAGNIFICENT FLIGHT

**Dennis Scheidt**

Charley, a glider friend, ask me to accompany him on an expedition to the San Marcos, TX Airport to see and possibly fly (ride) in the EAA operated Ford Tri-Motor. I accepted and reservations were made for us to fly in the Ford Tri-Motor on Thursday, May 11 at 2 PM. After flying the Ford Tri-Motor I changed the title of this article from "Flying the Ford" to "A Magnificent Flight."



### The trip:

Charley and I met up at Krause's café in New Braunfels, TX for lunch. After a wonderful German inspired lunch we continued to the San Marcos Airport and located the Tri-Motor in the CAF hangar. We were early and were allowed to go inside the Tri-Motor to look around. Several CAF airplanes were present to look at, the Yellow Rose B-25, a P-39, Beach-18, and a Cessna-310 to name a few.

The people at the CAF hangar then told us that the Ford Tri-Motor rides would be conducted at the airport terminal which is located next to the control tower. Oddly the old abandoned wooden

control tower is still located nearby. We drove to the airport terminal.

### The Airplane:

The Tri-Motor we would fly was built in 1928. I naturally had some concern about the age (89 years old) of this particular aircraft but that concern

was soon dismissed on my inspection of the aircraft. It was in great condition, both inside and out. There was no signs of wear or cracking of materials that I could see anywhere. The appearance gave the impression that it had been completely gone over recently. If the design was more modern, I would have thought it was a relatively new aircraft. The feeling that the aircraft was in great shape was reinforced when the pilots started the engines. All three engines started quickly

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## Next Event

JUNE 10  
ANNUAL CHAPTER  
35 PICNIC  
11:30 am to?  
EAA Chapter 35  
Clubhouse

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**Next Event!**  
**JUNE 10 ANNUAL CHAPTER 35 PICNIC**  
**11:30 am to?**  
**EAA Chapter 35 Clubhouse**  
**Chef, Prep Cooks, Servers Needed**



## PRESIDENTS COCKPIT



Steve Jones

The Hondo 75th Anniversary Jubilee is one for the books. The turnout was good, considering the changeable weather. Your stalwart team of flapjack flippers drove into darkness and uncertainty led by your equally adventurous president and your facility manager.

Given the danger that lay ahead, and the relative value of each vehicle, it stood to reason we would lead with the fantastic plastic Saturn SUV. Deer have been known to bounce off the plastic bodywork with nary a scratch. And did we ever see deer! Apologies to the team for driving 45-55 MPH throughout the journey. We wanted to give the deer a fighting chance.

The Hondo Airport team, especially airport technician Rey Hernandez and airport manager Robert Lee, pulled out all the stops to make sure we had everything we needed to make this a success. We arrived to find ample power, tables, water and other resources – everything we thought to request. When we found the power was protected by a very convincing lock, Rey brought a generator and a die grinder to get us past this final hurdle. The sun was just cresting on the horizon.

The logistics were good – we had what we needed. The team unloaded and quickly self-organized into a tour de force, meeting challenge after challenge with style to serve 155 hungry patrons. Based on the plate count at the end, we took care of our patrons, our team, and about 20 patrons who had room for a second round of pancakes.

As our breakfast event drew to a close, we were honored to share the pad with Colonel Dick Cole, the sole surviving member of the famous Doolittle Raid over Tokyo. Several Chapter 35 members took this opportunity to meet with Colonel Cole and buy his book.

Medina County was very forthcoming. The health department has issued Chapter 35 a non-expiring permit to prepare and serve food in the county. We're cleared hot to do it again!

This is your chapter and we value your participation. Roxanne Beaver recently recommended we expand our June picnic venue to focus on some very supportive, and underserved members of our chapter. We're proud of our aviation achievements – the knowledge we gain, the boundaries we push as we experiment and lead the way with innovations in avionics, safety, and aircraft construction techniques. We're equally proud of the men and women who so patiently support us and show up to meeting after meeting with no ambition to build an airplane. In June, we're turning our attention to these talents that aren't all about driving rivets and flying planes. We invite our crafty members and spouses to show off a little. Bring a table, bring your craft. Let's see where you excel!

Speaking of talent, we're looking for hard-charging chairpersons to lead in the following areas: grounds keeping, web site development and content management, newsletter production and distribution, even newsletter editing. Nancy Mason helped out phenomenally during the May cleanup event, even after hanging up her gloves. It's time for a new member to stand in her place. Dave Baker has signaled that it's time to transition the web site away

from its current provider, and to find a driven technologist to maintain an improved version based on WordPress. Nelson Amen has relinquished his role as newsletter production manager and distributor. Dr. Chuck Fisher has indicated that he would like to pass the mantle of newsletter editor to the next editing dynamo at the end of this year.

Are you ready for a burger burn? Join your fellow chapter members for burgers and hotdogs, and some crafts! The June picnic features all this, and NO BUSINESS MEETING! Gary Stamper of the San Antonio FSDO will join us for a quick briefing. He is from the government and he really IS here to help. We look forward to his visits. That's June 10th, 11:30 AM.

I mentioned the May cleanup. Chapter members young and old stepped up to perform some much-needed maintenance on the building exterior. In five short hours, members cleaned out the flowerbeds, scraped, caulked and painted the exterior woodwork on the building, and cleaned up the chapter hangar. Where the wind permitted, still others attended to cutting and trimming the grass. The cleanup crew really came together. I stand in awe!

Weather permitting, Phil Vaneau plans to hold our much-anticipated and rescheduled Young Eagles Rally at Stinson Airport Saturday, May 27th. If you're reading this, and it's not yet May 27th, and you haven't volunteered, please consider giving Phil a call. He can sure use your help.

A Federal Appellate Court recently vacated the FAA rulemaking requiring registration of Unmanned Aerial Systems. (drones, model airplanes) This brings the issue back to the forefront, as the FAA was working to provide a system of accountability to drone operations in the face of some pretty bad behavior. As the system of registration falls into question, the challenge remains. How do we hold people to account and instill safe behavior?

As always, please, fly safe and have fun doing it. (and watch out for drones)



## MEMBERSHIP

Please welcome:

**Hubert (Hu) Davis and wife Ana. Hu** is from San Antonio has been a 1st officer on a Convair 440, retired from the Texas State guard, and is building a "Just Aircraft" SuperStol XL which is 80% complete. You may contact Hu at 210-663-1227 or hubert PD@sbcglobal.net

**Kris Kelly and wife Lindi. Kris** is currently serving in the US Air Force. He has built an Autogyro Calidus 2017. He also flies Cessnas, Mooneys and Bonanzas and is a Commercial, Instrument and Multi-engine pilot.

# CHAPTER BULLETIN BOARD



## EAA AirCam Build Session June 5th - 9th | Oshkosh, WI

Dear Chapter Leaders,  
Please share the following announcement with your members.

In celebration of the 25th anniversary of the Young Eagles program, EAA will hold a volunteer build of the unique twin-engine, open-cockpit Lockwood AirCam, to be used for flying Young Eagles out of Pioneer Airport in Oshkosh.

The first build session is scheduled for June 5-9, and we seeking volunteers to help! This build session is open to individuals of any experience level. EAA will provide housing and meals. We just ask that you be willing to work each day. Work sessions are 8:30 am to 5 pm on Monday through Friday.

Click here to learn more and sign up for the upcoming build session.

I hope to see you in Oshkosh!

Charlie Becker,  
EAA Director of Chapters, and Homebuilt Community Manager

*[Editor's Note: Check with your accountant, but you may be able to write of some or all of your expenses as charitable donation.]*



## Chapter 35 Annual Picnic

Main Course:

Hamburgers and Hot Dogs with buns, lettuce, tomatoes, onions, pickles, mustard, mayo, and chips.

Side Dishes: Please feel free to bring anything that goes with Hamburgers and Hot Dogs.

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

This was a busy month! Thank you to everyone that rolled out of bed early and made our Hondo Diamond Jubilee pancake breakfast a success.

And, I would like to say thank you to everyone who participated and worked very hard on cleaning our chapter building inside, painting and caulking the outside and beautifying our grounds on May 13th. The place looks great!

## Hangar Space Available

### Building a Project? Assembling a kit?

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

## 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](mailto:ea35news@gmail.com)

## MAGNIFICENT FLIGHT

(Continued from page 1)

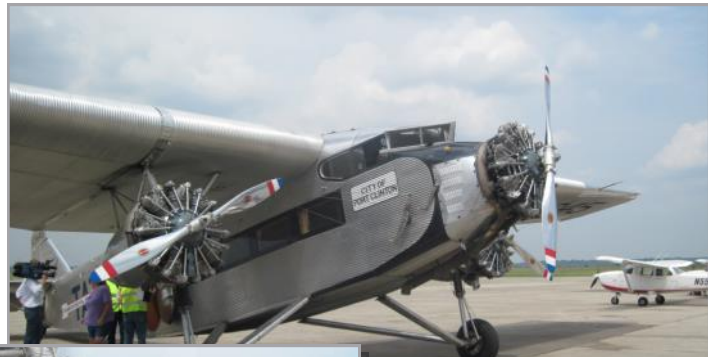
and seemed to run very smoothly from start up, throughout the flight, and to shut down. By the time we got to the runway for takeoff, I had complete confidence in the big Ford. The engine oil temperature, oil pressure, and RPM gauges were mounted on an engine strut and angled toward the pilots. I guess this was the way did it in 1928. There were 9 passenger seats installed and it looked like two more seats could be installed. Each passenger seat had an air vent and a small electrical lamp. The interior of the cabin was in elegant condition and appeared to have been recently totally refurbished.

#### The Flight:

The flight date started with a low overcast but by 2 PM the weather was quite nice. There was some haze below the scattered clouds. Thankfully the scattered rain did not start until I was driving home. On my way home I drove through several heavy rain squalls.

I was seated on the left side in the second row giving me a good view of the left engine nacelle. There was a large window for each seat unlike today's airliners where the windows are randomly placed relative to the seats and are small. Note that every seat in the aircraft is a window seat and is also an aisle seat. Engine start was quick and smooth and the engines remained smooth throughout the flight. After all three engines were started we stayed in the parking spot a few minutes while the engines and oil warmed up and the pilot got clearance to taxi. We taxied to runway 17. There we waited for a helicopter on the runway and did the usual run up, mag checks, etc.

We accelerated down Runway 17 and at lift off the plane seemed



more to levitate than climb at a steep angle as today's Jet airliners do. At about 1000 feet AGL we leveled off and the pilot throttled the engines back. Remember I had a good view of the left engine tach. One could certainly hear the engines but they were not as loud as I had expected. The air was smooth and I was pleasantly surprised how comfortable the flight was. We

flew in a south-westerly direction over the countryside for a while and then made a wide shallow turn back toward San Marcos. Over San Marcos I could

see the large college campus and the Aquarena Springs area where my son will start the Texas Water Safari in about a month. Then we turned back toward the San Marcos airport for landing on Runway 17.

The landing was smooth and we did the short taxi back to the terminal area. Remember this aircraft is a tail dragger and I watched the rudder petals moving back and forth quite a bit during the rollout. The aircraft remained pointed straight down the runway at all times. I am a taildragger pilot myself and know what a good job of landing and roll out the pilot did. A tribute to the pilot.

#### After Landing:

After deplaning we were allowed to look at the Tri-Motor up close and take pictures. I also talked to the pilot briefly and learned that the aircraft is flown only VFR even on relocation flights. All in all it was a Magnificent Flight.



# SAFETY NOTES & NOTAMS

## THE HAND-ME DOWN CHECKLIST



### James Carter

FAA 2025667 – CP/ASEL/SES/MEL – expired CFII  
AOPA 03737912

#### Background

I am privileged to own a 1946 North American NAVion, which I have been flying now for just over 8 years. I have come to love how this big, fat beast is so quick and nimble around all three axis's. My particular bird has one of the '40s technology engines – the Continental (before TCM) E-225 series – to which I've added JPI's EDM-930 Engine Monitor.

When I bought my NAVion in August '08, I'd never flown that particular make or model before but had been flying for over 38 years and had accumulated sufficient time in multiple complex aircraft such that a check-out, a systems review, and participating in the acceptance annual inspection had me comfortable with the aircraft. We've done owner-assisted annuals every year since.

With older aircraft, many times you find that the operating manuals speak in generic terms and contain pitiful amounts of information compared to what is available for most aircraft built after 1970. Especially on older aircraft, original or even reprint instruction manuals are not available so new owners start with documentation provided by a previous owner – or provided by other operators of similar aircraft. In my case I started with a set of original and owner produced documents handed down by the previous owners and learned that was pretty much all that was available.

#### What happened

At 8:29:32 CST on the morning of December 15, '16, after a thorough preflight and allowing the oil temp to come up to 105°F, I made my departure announcement on CTAF, eased the throttle open, validated good engine instruments, and began my takeoff on RWY36 at Bentonville, AR (KVBT). It was a cold, clear day with the wind out of the Northeast at a gentle 5 to 8 knots, and I was the first of three aircraft to depart. KVBT is an uncontrolled field with no parallel taxiway, so radio etiquette is good and pilots are very polite to each other.

Less than a minute later I rolled to a stop on the runway facing South, after executing a turn-back from 600'.

At 8:30:02, thirty seconds after starting the takeoff, the gear drive shaft on the engine driven fuel pump sheared and the engine abruptly quit while over the departure end numbers, 600' in the air. There is absolutely no place immediately North of KVBT on a

workday to put a NAVion down without serious damage and great risk to many others. Parking lots are completely full, a great deal of the electrical service is overhead wiring, and streets are filled with traffic this close to the Walmart Home Office. There are smaller homes packed together on smaller lots and commercial sites with almost no open space around them. The agility of the NAVion allowed me to execute a steep nose down rolling turn, make one radio call on CTAF to keep others off the runway, put the gear back down at about 100' (NAVion gear will free fall and lock into place without hydraulic pressure if necessary), turn off the Master and land firmly back on the runway 12 seconds later. I didn't have time to reach for the main fuel valve on the cabin floor.

When I was instructing many, many years ago, we learned and taught that turn-backs were never to be attempted below 1,000' AGL and never on upwind. That is even more true today, especially with higher wing loading in modern high performance aircraft. Years ago I practiced simple, low-stress aerobatics and became very comfortable with unusual attitudes and extreme deck angles. While I had retracted the landing gear during the climb, I still had flaps in take-off position where they remained during the entire event. I knew my only option was to attempt a turn-back, immediately shoved the nose hard over and began a rapid roll to the right, into the slight cross wind. The result was a pitch angle between 45° and 50° below the horizon with a rate of turn which helped keep me in close confines with the runway. The aircraft went from a heading of North to South in about 9 seconds. This also sustained the airspeed which provided the necessary elevator control for the flare and landing – albeit one of the firmer I've ever made. According to observers on the ground, these rapid control movements that avoided loss of airspeed and reversed course appeared almost violent. But the stall and loss-of-control that too frequently makes the turn-back fatal was avoided.

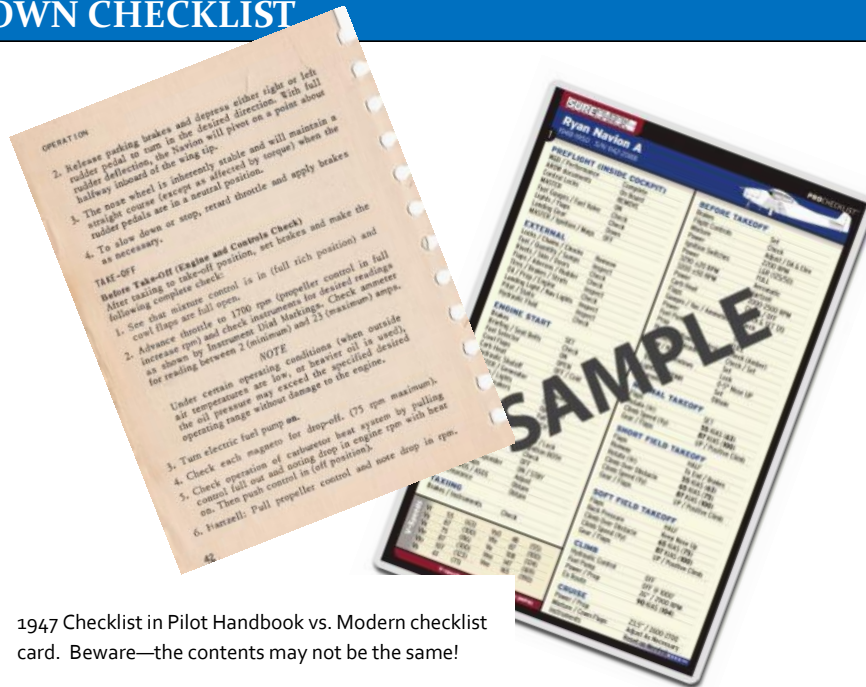
The EDM-930 data dump of this brief flight provided the details I've described above, including the fuel pressure going to 0 PSI. It showed the fuel pressure starting to come up and reaching almost 1

(Continued on page 6)

## THE HAND-ME DOWN CHECKLIST

(Continued from page 5)

PSI just as the Master was turned off during the flare (it takes a minimum of 10 PSI to run the engine). I had to commit to the turn-back, fly the aircraft, and extend the landing gear before I could reach for the fuel pump switch so the auxiliary electric fuel pump didn't have enough time to run. The electric fuel pump was probably on for less than 2 or 3 seconds. The mechanical fuel pump had 184 hours on it at time of failure.



1947 Checklist in Pilot Handbook vs. Modern checklist card. Beware—the contents may not be the same!

However, none of this is the lesson I want to convey to anyone. This fuel pump failure and engine stoppage occurred in an aircraft with redundant fuel pumps. Why it happened leads me to the lesson.

### Why it happened

When I was checked out in my NAVion back in August '08, I used the provided checklist. There were a few items that were unusual to me based on my experience with other older complex aircraft, but they were explained as being due to "the pressure carburetor" or "the engine fuel system" or "that's normal for the NAVion". One item was the electric auxiliary fuel pump operation. The checklist specified that the electric fuel pump was to be used only to prime the engine for start and to switch tanks in flight. I didn't understand why, but I accepted it from the previous owner as gospel since he had flown the bird that way for the many, many years he

had it, and had received those instructions from whom he purchased the aircraft.

If the electric fuel pump had been running during takeoff, I would have departed the pattern, switched it off while climbing enroute, experienced the engine failure, turned the electric fuel pump back on, and returned to the airport for a normal landing.

### The real lesson learned

So now we come to the lesson I had to learn. I

failed to seriously question the provided checklist when I came across an important memory item that differed 180° from all my previous experience. I accepted what turned out to be an old wives' tale simply because I was new to the bird, I placed too much trust in the previous owner's experience, and I didn't openly ask anyone else in the type club – American NAVion Society and the Southern NAVion Air Group where there is an accumulated knowledge base beyond imagination.

I didn't question what was different and unusual 8 years ago or since, I didn't check the checklist. The lesson I had to relearn is to take nothing at face value if it does not make sense. My checklist has now been expanded, modified, and vetted by a fellow NAVion pilot with much more experience than I; You can bet I won't have to learn this lesson yet again.



### Safety Alert for Operators SAFO 17006 DATE: 4/10/17

#### Subject: Safety Concerns with Using Commercial Off-the-Shelf (COTS) or Personally Developed Checklists

**Background:** Recently, a pilot was unable to lower the aircraft's landing gear and referred to a COTS checklist for the specific type of aircraft. The aircraft landed with the landing gear partially extended. On contact with the runway, the landing gear collapsed, and the aircraft sustained substantial damage. The post-accident investigation compared the POH/AFM and the COTS checklist used. The investigation found that the COTS checklist did not match the manufacturer's checklist relating to the landing gear failure and manual gear extension.

**Recommended Action:** Pilots and operators, other than those operating an aircraft under 14 CFR Part 121 or 135 that choose to use COTS or personally developed checklists should meticulously compare them to the manufacturer's checklist and placards contained in the POH/AFM to confirm they are consistent. This action will ensure the pilot has all pertinent manufacturer's information during aircraft flight operations.

## Ron Paduh—Master Pilot AND Charles Taylor Award Recipient

### Chuck Fisher

In a moving ceremony at San Geronimo Airpark, members of Chapter 35 and the San Geronimo community memorialized Pilot, Superior Mechanic and friend Ron Paduh who passed away unexpectedly.

Ron was honored posthumously as the First Chapter 35 member to be awarded BOTH the Wright Brothers' Master Pilot Award and the Charles Taylor Master Mechanic award.

The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal

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

A meticulous mechanic and amazingly skilled craftsman, Ron was also awarded the Charles Taylor Master Mechanic award. The Charles Taylor Master Mechanic Award is named in honor of Mr. Charles Taylor, the first aviation mechanic in powered flight. The Charles Taylor "Master Mechanic" Award recognizes the lifetime accomplishments of senior mechanics. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for their first successful aircraft.

Ron was born in Houston in 1944 and enlisted in the USAF when he turned 18. He learned Aircraft Maintenance at Sheppard AFB and in 1965 transitioned to the USAF Reserves where he held several positions, finishing up as a C-5A Flight Engineer Instructor in 1988. His second career was with the FAA where he remained until he retired to San Geronimo Airpark in 1999.

Ron was also an accomplished pilot. He began his private pilot



training on October 2, 1966, and made his first solo flight in a Cessna 150 on November 12, after only 4 hours of dual instruction. His last flight of record was November 18, 2016, in his trusty 1943 Taylorcraft DCO-65 (L2), better known as "Flying Ferret".

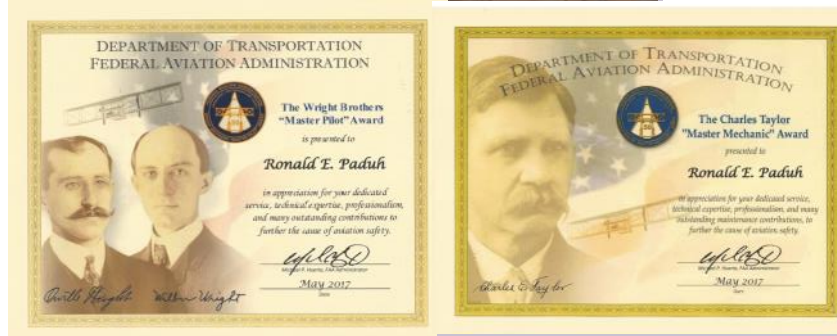
For each of us Ron had two notable traits. The first was his always jovial banter usually prefaced with "Whazzup?". But probably his most notable trait was an uncanny ability to spot even tiny mechanical "just not right" things from a distance. And, he had the knowledge and ability to fix those "just not right" things whether on an aircraft, racecar, boat or motorcycle. Somehow, he always had just the right tool for the job—probably because he had more tools in his hangar than any other individual on the airpark!

Ron never wanted to be publicly recognized for his accomplishments. But, after he passed away his friends assembled his remarkable records and found he qualified for both the Charles Taylor Master Mechanic Award and the Wright Brothers Master Pilot Award. So, with great pleasure, his friends were able to honor a great pilot, mechanic and friend one last time.

Ron becomes the TENTH Wright Brothers Master Pilot in EAA Chapter 35.

Chapter members saluted Ron with a Missing Man formation fly-over, and his widow took a final flight above the gathered crowd and his beloved airpark as bugler Nelson Amen sounded taps.

Ron's name has been added to the roll of the fallen at the base of our clubhouse flagpole for eternity, and now to the FAA's list of honor for posterity. Chapter 35 and friends wish fair winds and smooth air forever, for Ron Paduh— Master Pilot and Master Mechanic,



### GOING TO OSHKOSH?

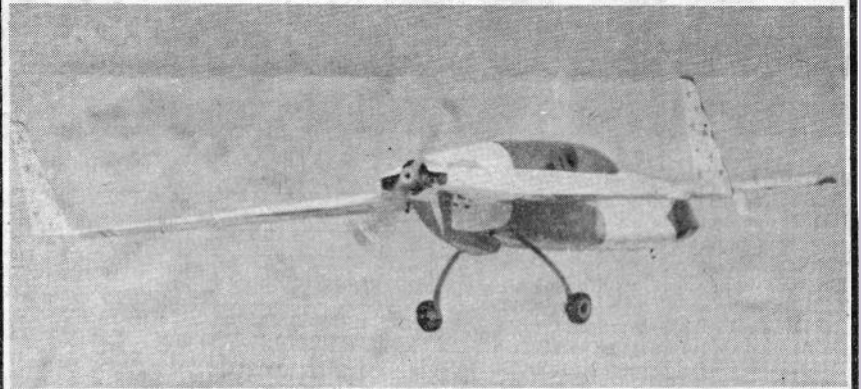
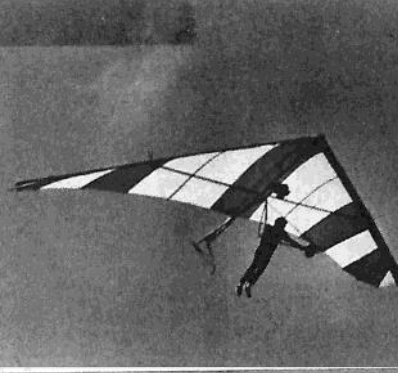
This is our chapter's 60'th year. If you are going to AirVenture this year, and we hope you will, please send an e-mail to the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com) with a good phone number and e-mail to contact you. We will plan to rendezvous for at least a group photo if not a few....mmm....beverages.

# CHAPTER 35 HISTORY- JUNE 1979

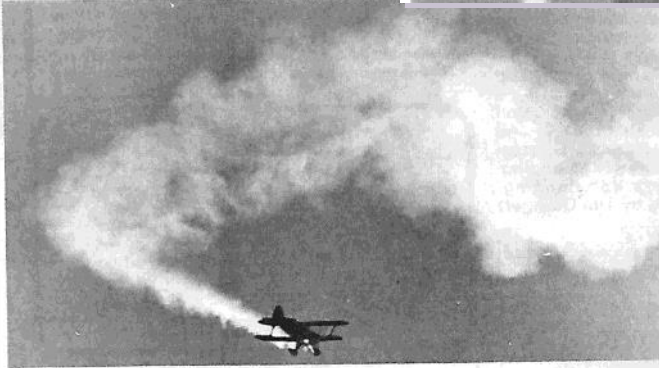


Gary Potter floats gracefully through the air after a series of acrobatic free-fall maneuvers.

On the ground, Potter repacks his chute before going up for a second jump.



An unusual looking aircraft is flown at Sunday's air show by Lou Mason. The craft is an example of new concepts in planes.



## Skydiver escapes mishap

A skydiver almost plunged to his death before a crowd of more than 1,500 horrified spectators Sunday when his parachute failed to open and he had to rely on an emergency parachute. Rodney Clark, 26, of Amarillo and two other men were performing a dive at the Experimental Aircraft Association's show and exhibit at

Westside Executive Air Park when the near tragedy occurred. Clark and San Antonians Richard Castillo and Gary Potter jumped from 4,500 feet and locked arms in a 120 mph free-fall maneuver. The lines on Clark's parachute tangled and were locked by a device designed to keep the parachute from

opening too quickly. Clark explained after his brush with death. "I realized I had a problem right away, but it wasn't critical until the slider locked down on the lines. Then it became critical," Clark said. The reserve parachute opened about 1,000 feet above the ground, a "fairly safe altitude" according to Clark.

### Upside down, all around

All sorts of things were flying June 17 afternoon during the fourth Experimental Aircraft Association, Chapter 35, Air Show at Westside Airpark. The 2,500 people attending viewed precision skydiving, hang gliding and low-level stunt flying. The day was a bit too windy for hot-air balloons, which were scheduled, and the winds prevented a few of the home-built planes from attending. The Experimental Aircraft Show is held every year and proceeds go toward the non-profit organization's club house and projects. (Photos by Tim Ottinger).

## Looking for Historical Chapter Documents

From the Editor

I am trying to locate and assemble historical documents about the chapter and member's activities. I am in quest of newsletters and articles from the early days of the chapter. Newsletters prior to 1999, magazine and newspaper articles that feature our chapter are especially useful. I can acquire some on-line, but frankly not much. Veteran members or relatives of veteran members, look at those old boxes and folders in the attic. Please share them if you find them! Contact me at eaa35news@gmail.com or slide them under my hangar door (green hangar, second from the east end, either side).



# THE BUILDER'S CORNER

## What pilots need to know about aircraft paperwork – a synopsis

### Mark Julicher

The Federal Air Regulations (FARs) say the owner/operator is primarily responsible for maintenance, and the pilot is (solely) responsible for determining the airworthiness (and/or safety) of the airplane for flight. Obviously, a mechanic makes most logbook entries, but that does not relieve the pilot from assuring that the aircraft is safe to fly. And while it is not recommended that aircraft logbooks be carried onboard, it is still the pilot's responsibility to know that they are current and accurate. But how do you know?

This handy checklist of logbook entries is published by the FAA in [Airplane Flying Handbook](#) FAA-H-8083-3B Chapter 2:

**Annual inspection** within the preceding 12-calendar months (Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.409(a))

**100-hour inspection**, if the aircraft is operated for hire (14 CFR part 91, section 91.409(b))

**Transponder certification** within the preceding 24-calendar months (14 CFR part 91, section 91.413)

**Static system and encoder certification**, within the preceding 24-calendar months, required for instrument flight rules (IFR) flight in controlled airspace (14 CFR part 91, section 91.411)

**30-day VHF omnidirectional range (VOR) equipment check** required for IFR flight (14 CFR part 91, section 91.171)

**Emergency locator transmitter (ELT) inspection** within the last 12 months (14 CFR part 91, section 91.207(d))

**ELT battery due date** (14 CFR part 91, section 91.207(c))

**Current status of life limited parts** per Type Certificate Data Sheets (TCDS) (14 CFR part 91, section 91.417)

**Status, compliance, logbook entries for airworthiness directives (ADs)** (14 CFR part 91, section 91.417(a)(2)(v))

**Federal Aviation Administration (FAA) Form 337**, Major Repair or Alteration (14 CFR part 91, section 91.417)

**Inoperative equipment** (14 CFR part 91, section 91.213)

Most pilots are aware of annual inspections and many know about transponder certification and ELTs. Few owners seem to understand the Airworthiness Directive requirement or the inoperative equipment requirement. If you are uncertain — go look up the CFR 91 references and refresh your memory.



Your records should have a complete list of applicable Airworthiness Directives and means of compliance! Here is an excerpt of a letter from the FAA Chief Counsel written to Mr. Craig Easter on May 4, 2016 in answer to some specific logbook questions, especially, "Is a blanket statement that all ADs are complied with?" acceptable.

*"Section 91.417(a)(2)(v) requires a registered owner or operator to keep records containing "[t]he current status of applicable airworthiness directives (AD) and safety directives including, for each, the method of compliance,*

*the AD or safety directive number and revision date."*

*"A "blanket statement" does not comply with the requirements of 14 CFR 91.417(a)(2)(v) because a registered owner or operator is required to keep records regarding each applicable AD; therefore, reliance on such a "blanket statement" is inappropriate. In addition, please note that 14 CFR 91.405 requires that the owner or operator of an aircraft ensure that maintenance personnel who accomplish the work required by an AD make the maintenance record entries required by 14 CFR 43.9."*

And don't forget it that the following documents must be **on board, attached, or affixed to the airplane**:

**Original Airworthiness Certificate** (14 CFR part 91, section 91.203)

**Original Registration Certificate** (14 CFR part 91, section 91.203)

**Radio station license for flights outside the United States** or airplanes greater than 12,500 pounds (Federal Communications Commission (FCC) rule)

**Operating limitations**, which may be in the form of an FAA-approved AFM/POH, placards, instrument markings, or any combination thereof (14 CFR part 91, section 91.9)

**Official Weight and balance**

**Compass deviation card** (14 CFR part 23, section 23.1547)

**External data plate** (14 CFR part 45, section 45.11)

Sure, everybody knows ARROW, But Hey! Who snuck those last two items in there? It is a rare pilot or owner that has read part 23 or part 45. Don't let these be a gotcha!



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## EXCERPTS FROM HEADQUARTERS AND OTHER NEWS

### [Boeing Rarity Coming to AirVenture Oshkosh](#)

**Here's one for Doug!** May 4, 2017 - If you ask someone about the Boeing YL-15, all but the hardest of the hardcore aviation nuts will greet you with a blank stare. After all, with just 12 built and only one currently flying, most of us have never seen one. All that will change this July when Keith Brunquist brings his to display it at EAA AirVenture Oshkosh.



### [Commemoration of Doolittle Raid 75th Anniversary at AirVenture 2017](#)

April 17, 2017 - The lone remaining veteran of the famed Doolittle Raiders mission of April 1942 and *at least 16 B-25 bombers* will be part of the raid's 75th anniversary commemoration and air show activities at EAA AirVenture Oshkosh 2017.

Among the highlights of the 75th anniversary commemoration will be an evening program on July 26 with 101-year-old Dick Cole, the only remaining member of the 80 original Doolittle Raiders, as well as Jimmy Doolittle's grandchildren, Jimmy Doolittle III and Jonna Doolittle Hoppes.

"I want to thank EAA for honoring the Raiders at their 75th anniversary," said Cole, who was copilot for Doolittle in the **lead** aircraft. "Thank you for paying tribute to us even though we never felt like heroes. We were just doing our job. We can also never forget the men who fought at Wake, Midway, and all across the Pacific. See you at Oshkosh."

### [B-29, C-47 D-Day Aircraft Highlight Commemorative Air Force Group at AirVenture](#)

B-17, A-26, B-25s among other warbird aircraft coming to Oshkosh May 18, 2017 - Some of the World War II era's most significant military aircraft that have been restored and preserved by the Commemorative Air Force (CAF) will be among the highlights of the annual warbird gathering at EAA AirVenture Oshkosh 2017.

Other CAF aircraft on display at EAA AirVenture Oshkosh include: C-47 That's All Brother, the airplane that led the D-Day invasion and is under restoration in Oshkosh, B-17 Texas Raiders, A-26 Invader twin-engine bomber, B-25s Miss Mitchell and Devil Dog, part of the Doolittle Raid 75th anniversary commemoration.

### [Female Aviators to Celebrate 10th Annual WomenVenture in Oshkosh](#)

May 4, 2017 - For the 10th straight year, the opportunity for women who love aviation to build camaraderie and open doors to men-



torship and participation in aviation once again comes to EAA AirVenture Oshkosh 2017.

The schedule of WomenVenture events includes the inaugural WomenVenture Social on Monday, July 24; and an Aviation Appreciation Dinner hosted by the Ninety-Nines Inc. on Tuesday, July 26. On Wednesday, July 27 – WomenVenture Day – events kickoff with Women in Aviation International's Connect Breakfast and move to AirVenture's showcase Boeing Plaza for the annual WomenVenture group photo at 11 a.m., with the annual WomenVenture Power Lunch immediately following. Details on each event can be found at [www.EAA.org/WomenVenture](http://www.EAA.org/WomenVenture).

### [Webinars](#)

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

6/7/17 8 p.m. CDT  
Major or Minor?

Qualifies for FAA Wings and AMT credit. Mike Busch



Do you really need the FAA's blessing to install an extra cigarette lighter socket in your Bonanza, or a gear mirror on your Centurion?

6/14/17 7 p.m. CDT Tips for Flying into EAA AirVenture Oshkosh 2017

Qualifies for FAA Wings credit. Fred Stadler

6/21/17 12 p.m. CDT UNINSURED – Flying Naked!  
Bob Mackey, Falcon Insurance Agency

6/28/17 7 p.m. CDT Tailwheel Flying Techniques  
Qualifies for FAA Wings credit. Glen Oliphant

### [SPORT AIR WORKSHOPS](#)

None scheduled in Texas



### [BasicMed to be accepted by Bahamas](#)

BasicMed pilots, break out your bathing suits, we are going to the Bahamas! Responding to a request from AOPA President Mark Baker, the Bahamas Civil Aviation Authority announced that pilots can fly under the new FAA medical certification known as BasicMed.



## MAY MYSTERY PLANE REVEALED

## Doug Apsey

Within minutes of our newsletter being emailed to the chapter members both Ira Wagner and Charlie Brame had correctly identified our May mystery airplane as the Vultee A-31/A-35 Vengeance. The original Vultee designation for the Vengeance was the V-72 while the US Army Air Corps designated it the A-31 and later the A-35. The exported versions were designated the Mk I, Mk II, Mk III (same as the A-31 version) and the Mk IV (same as the A-35 version).



warbirdsresourcegroup.org  
Vultee A-35A-VN Vengeance/41-31166.  
[Source: USAF Photo via Mark Allen Collection]

The Vengeance was an early WWII dive bomber that first flew in March of 1941. It was intended from the start to be exported to other countries rather than serve with the US Army Air Corps.

France was to receive the initial shipment of 300 V-72's in late 1940 but with the

fall of France that same year, those aircraft were not delivered. Britain was searching for a dive bomber for the Royal Air Force and purchased 200 V-72's in July of 1940 followed by a second order for 100 in December and a third order in June of 1941.

The original V-72/A-31 was powered by an air cooled Wright Twin Cyclone GR-2600-A5B-5 engine rated at 1,600 hp. It had four 7.6 mm machine guns mounted in the wings and one rearward facing flexible mounted 7.6 mm machine gun in the rear cockpit. The Vengeance also had an internal bomb bay capable of carrying two 500 lb. bombs and wing racks allowing it to carry two 250 lb. bombs giving it a total bomb load capacity of 1500 lbs. After the US entered WWII, the Army Air Corps requested modifications to the Vengeance including a more powerful 1,700 hp engine, redesigned tail, self-sealing fuel tanks, larger caliber machine guns and a wing modification that corrected a problem that plagued the earlier version. It was re-designated the A-35A at that point. The final version was the A-35B which carried six 12.7 mm (.50 Cal) machine guns in its wings and had additional bomb racks mounted under the wing allowing it to carry up to a 2000 lb. bomb load.

By the end of the war, the A-35 was in service by the Air Forces of the US, Britain, Australia, India, Brazil and the Free French Air Force. All used the



Century-of-flight.net

Vengeance in combat as both a dive bomber and for close air support with varying degrees of success except the US who primarily used it as a target tug and trainer. By the end of WWII the Vengeance had seen action in the Pacific, Burma and West Africa and also served as a sub-hunter in Brazil.

A total of 1,931 V-72/A-31/A-35's were manufactured by the end of the production run in 1944, the majority of those built by Vultee in Nashville however, some were built by Northrup in California under license agreement with Vultee. The only known survivor according to Wikipedia resides at the Camden Air Museum in New South Wales, Australia.

For a short YouTube video of the V-35, visit:

[https://www.youtube.com/watch?v=k4ohwL\\_QhI](https://www.youtube.com/watch?v=k4ohwL_QhI)

Sources for this article include:

[https://en.wikipedia.org/wiki/Vultee\\_A-31\\_Vengeance](https://en.wikipedia.org/wiki/Vultee_A-31_Vengeance)

[http://www.militaryfactory.com/aircraft/detail.asp?aircraft\\_id=521](http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=521)

[http://www.century-of-flight.net/Aviation%20history/photo\\_albums/timeline/ww2/2/Vultee%20Vengeance.htm](http://www.century-of-flight.net/Aviation%20history/photo_albums/timeline/ww2/2/Vultee%20Vengeance.htm)



## NAME THE PLANE

Here is your mystery airplane for June. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?



1. Who designed and built it?
2. What is 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. What was the primary purpose of the design?



**THE KOOZIES ARE HERE**

The new can Koozies finally arrived from our supplier. They have our logo in color printed on both sides of the Koozie. They are being offered for \$5.00 in the Country Store. They will fit into most beverage cup holders in golf carts and automobiles. You can even fold one up and carry it in your pocket until it's needed.



**DECALS**

We have plenty of our new 60th Anniversary logo decals in stock. They are only \$2.00 each and are 3 inches in diameter. They can be affixed to most any surface, like your aircraft, boat, automobile, golf cart or your refrigerator at the airport.



**SHIRT NEWS**

We have just received a new order of some fresh new Fishing Shirts and Polo Shirts for inventory. If you have a shirt on order, it is included in this order and it is available for pick up now. We still have a few older Fishing Shirts in inventory which we will give special pricing consideration. They are the ones in the picture. Special orders don't bother us and we will be glad to place an order for the exact size and color you want, at no additional cost. Sizes from Small to XL, or as many X's as you might need. If you don't like the four colors that Chapter 35 colors has picked, select a special one for yourself from the photo. There are 19 colors to choose from.

The Country Store has been selling Wash Wax All aircraft care products for a while and they have been well received. They do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

We have instructional literature and videos available as well as information on which product is good for what job, so come on down to the Country Store. You will be glad you did.

If we don't have the size or product you are looking for in inventory, such as quarts or gallons we will add your request to our next order. We must order at least a case of bottles at a time to get our special pricing. We are considering adding the 16 oz. size on some of the more popular products.



We are getting into bug season and these "Scrubbers" are great for de-bugging the leading edges of your aircraft or road vehicle.



These "Scrubbers" are great for de-bugging the leading edges of your wings.





**MERCHANDISE FOR SALE AT THE COUNTRY STORE**

"Fishing Shirts" Short or long sleeves	Men's & Lady's	\$39.00
Special orders are the same price		
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Mesh Top Logo Baseball Caps		\$3.00
Official EAA engraved Name Badges	Additional units	\$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	Great savings	

All prices include 6.75% sales tax

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

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

JUNE	10	<b>ANNUAL CHAPTER 35 PICNIC</b> <u>Chef, Prep Cooks,</u>  Program: <i>Gary Stamper from the San Antonio Flight Standards District Office (SAT FSDO)</i>	EAA Chapter 35 Clubhouse 11:30 am to?  Program 12:30
JULY 	8	<b>FLY-IN BREAKFAST EVENT</b> <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  Program: Joshua Johnson from Lancair International— will speak about the move Lancair to Uvalde, TX	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	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u>  BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am  12:30 am
NOVEMBER 	11	<b>ANNUAL CHILI COOKOFF</b> EAA Chapter 35 Fly-mart <b>Annual Membership Meeting and Election of Officers</b> Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am  11:30 am Immediately following the meeting
DECEMBER 	9	<b>CHRISTMAS PARTY</b> 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

## 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>

June 2-4 **Modaero**  
Conroe TX (KCXO) [www.modaero.net](http://www.modaero.net)

June 3 EAA Chapter 59 First Saturday Fly-In

McGregor TX (KPWG) 7:30-10:00

June 3 **6th Ann Fly-In/Drive In & classic car show**  
San Marcos Muni (KHYI)

June 30 **Kingsville NAS 75th Anniversary**  
NAS Kingsville

July 1 EAA Chapter 59 First Saturday Fly-In  
McGregor TX (KPWG) 7:30-10:00

Aug 5 EAA Chapter 59 First Saturday Fly-In  
McGregor TX (KPWG) 7:30-10:00

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**For Sale: Cessna 152.** The family of long time Chapter Member, Frank Anderson is offering his airplane for sale. 1981 Cessna 152T N93196 ; 136 hours engine SMOH; 4244 hours TT airframe; Bendix/King KA134 TSO comm select panel; King KX 175B comm/nav radio; King Transponder; Please contact: Cheryl Anderson 210-416-2944 (Expires June 2017)



**For Sale - - N-3 Pup.** Engine factory overhauled and then flown a few hours. Then Julius Braun placed it in the hangar at 8T8 for the last 20 years (or so...), where it still resides today. Priced at \$6,000 and includes a pair of floats and a trailer. Talked to one of the past pilots. It flies well. Call me if interested. Nelson Amen 210-834-1991 (Expires Aug 2017)



**For Rent: Home and Hangar on 8T8.** Matt Johnson, owner of lot #7 previously Joe Paduh's home, is offering the house and hangar for rent. Please see his message. You may contact Matt at (559) 320-5087 or matt@rv7a.com. (Expires Aug 2017)



**Are these your TOYOTA keys?** Found outside the clubhouse . To claim contact Freda Jones (210) 570-9435 or eaa35facility@gmail.com

**Hangar for rent.**40' X 30' Near the runway, concrete pad, water, electricity, and lights. Ron O'Dea210-488-5088 r2av8r@gmail.com (Expires Aug 2017)

**To post a classified—contact the editor at [eea35news@gmail.com](mailto:eea35news@gmail.com)**

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
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# 2016 EAA Chapter 35 Leadership



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<b>Facilities:</b> (210) 570-9435	Freda Jones <a href="mailto:ea35facility@gmail.com">ea35facility@gmail.com</a>	<b>Newsletter Editor:</b> 210-878-5561	<b>Chuck Fisher</b> <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
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## Flight Advisors

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Chapter 35, San Antonio, TX

Ron O'Dea, Membership Chairman  
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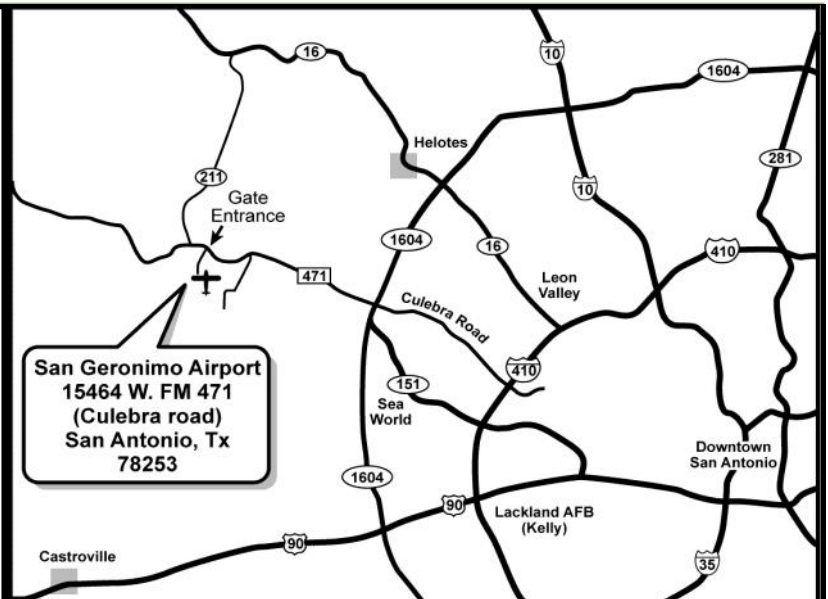
Chapter 35 meets  
Each Second Saturday of the Month

**JUNE 10**

**ANNUAL CHAPTER 35 PICNIC**

**11:30 am to?**

**EAA 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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**Spray On - Wipe Dry**



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**Spray On - Wipe Dry**



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



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



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



**NEW**

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



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



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



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



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



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



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



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



**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.



**Sold By:** EAA Chapter 35 Country Store