



Clear Skies and Good Thermals

Dennis Scheidt

For some time my two partners and I have discussed the possibility of flying a glider at Estrella Sailport which is near Phoenix, AZ. Actually just west of Maricopa, AZ. Estrella is named after the nearby Mountain Range and is owned by Arizona Soaring Inc.



We thought the soaring would be good in Arizona in the early spring. Together my two partners and I own a PW-5 glider and a Libelle glider but the ownership is complicated. On Feb. 2 we changed the insurance such that any of the 3 of us could fly either of the 2 gliders and be covered by the insurance policies. That way we could leave one glider in Texas and take the other glider to Arizona for the spring. It worked out that Charley and I would drive Bill's Suburban and the PW-5 in its trailer to Arizona on Feb. 4 and 5. Charley would drive to my

house and then both of us would drive to Arizona. Bill would fly his 4 seat Piper Archer to Arizona on the 6th.

Charley arrived at my house around 9 AM Wednesday and both of us departed for Arizona via US 90. Charley had wanted to drive US 90 and see the sights along the way. Mexican

food lunch in Del Rio and we did make tourist stops at the Pecos River High Bridge, the Roadside Park where you can see the big railroad bridge, and at the Judge Roy Bean Saloon. Saw the Aerostat (large radar antenna in a tethered balloon) near Marfa. We spent the night in Van Horn TX after dinner at the local steakhouse.

Thursday we drove to Maricopa, AZ where the Arizona Soaring Operation is located. I didn't remember how flat and straight the

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June 2015

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Next Event

Annual Picnic

13 June 2015

11:30

Chapter 35 Clubhouse

Runway 35 is published monthly by
EAA chapter 35.
Chuck Fisher: Editor
ea35news@gmail.com



Next Event 13 June 11:30
EAA Chapter 35 Annual Picnic
Calling all members!
Come welcome all our new members
and re-acquaint with those you've missed

PRESIDENTS COCKPIT[For Swedish Click Here](#)**MEMBER NEWS— RON O'DEA**

First a big THANK YOU to all the about 25 brave and dedicated members of our EAA Chapter 35, who participated in our Spring Cleaning of the Yard/Chapter Building Work Party in May. Both the yard and the Clubhouse and Hangar got necessary refreshments and now look much nicer than before. This is a yearly event and helps us keep our Chapter facilities in good a condition. To all other members, just a reminder of that the luncheon was actually one of these very seldom occasions of a free lunch, thanks to the generosity of our Chairman of the Facilities, Gail Scheidt, who (with the assistance of Freda Jones, Nancy Mason and others) always takes care of the building, prepares our Clubhouse for our meetings and arranges the luncheons. A big THANK YOU to both of you as well.

Our Young Eagle Rally in the later part of April at Stinson Airport, in connection with its 100 year celebration, was a big success with 75 kids flown in 38 flights in 8 aircraft with the help of a lot of member volunteers (and even outside volunteers from Hondo and Castroville). A big help also came from the air traffic controller and the airport marshals at the apron and from the City of San Antonio, who sponsored luncheon for the volunteers. Press and TV were also involved giving our Chapter some publicity. Many thanks again, Philip Vaneau, chairman of the EAA 35 Young Eagles activities.

Just arrived back from Aerospace Medical Association's (AsMA) Annual Scientific Meeting in Orlando, FL, with two attempts to get there and missing the first day. When I showed up at San Antonio Intl'l Airport, I was welcomed by the information that the flight was firstly delayed, then delayed and finally cancelled due to tornadoes, severe thunderstorms, hailstorms in Dallas/Fort Worth, and I would not be surprised if it also included an earthquake, a tsunami and a political reason. Another flight departing next morning at 6 am followed by a delayed flight gave me a total time for getting there of about 33 hours.

The AsMA meeting was attended by about 1600 participants with ca 25 % from other countries. The USAF was well represented with among others the USAF Surgeon General and the USAF Chief Scientist, which I both met and talked to. Among current USAF medical issues were breathing system problems with F-22 and neurological decompression sickness with MRI findings of white spots in the brain in connection with U2 flights. The NASA was also well represented with two invited speakers (both former astronauts) with presentations about "Moving Beyond Earth: Our Future in Deep Space" and "Kennedy Space Center and NASA's Vision for the Future". It was information about the possibility to go to the moon again, to asteroids and to Mars. Especially going to Mars includes a lot of uncertainties and risks, with one very high risk being the exposure to cosmic radiation and also psychological issues of flights lasting for 1.5 years or more. But the NASA funding for such flights is currently uncertain.

The US Federal Aviation Agency was well represented with, for instance, seminars for FAA Medical Examiners. The head of FAA's Aviation Medical Research Institute in Oklahoma City gave an opening lecture about "Advanced Medical Technologies and Aerospace Medi-

Joe Cabe relates: "Congratulations to our newer members. Doug Castle and Walt Burghardt both became certified Private Pilots last week. Doug trained in a Cessna 172 and Walt in Ed's TriPacer. Way to go Doug and Walt!"

AND we have a

NEW CHAPTER TECH ADVISOR!

EAA Chapter 35 is proud to announce the appointment of Mr. Nick Leonard as an EAA Tech Adviser

Nick is a long time resident of the San Antonio area residing in Pipe Creek. He also has a long history of building airplanes, both plans built and kit built. Among the aircraft he has built are The Corby Starlet, Minicab GY-20, SHK-1,

Dormoy Bathtub, Isaac's Fury II and many others. Nick is a Private Pilot and A&P with many skills including Sheet Metal, Dope & Fabric, Composite, Welding, Wood, Electrical and Engine Maintenance.

Nick tells me he is available to help anyone in need.

You may contact Nick at: ohlson38@gmail.com or 830-765-7481



cine Implications", which revealed amazingly new technologies. The AsMA also sponsored a panel session about "A Perspective on Third Class Medical Certification for General Aviation" with participants from US FAA and Canadian and UK similar agencies as well as from US National Transportation Safety Board (NTSB). Medical experts representing AOPA and EAA reported their medical exemption request with "the request for an inline educational course that would assist the airmen in conducting a self assessment, help to identify potential warning signs of pending medical condition, demonstrate appropriate use of medications, and provide an overall better understanding of aeromedical issues and altitude physiology". Both Canada and UK have mainly good experience with similar procedures as suggested in US, as well as with self declaration pilot medical certifications. NTSB, however, noted that "fatally injured pilots without medical certification were more likely to have post mortem toxicology revealing their use of potentially impairing drugs and drugs indicating a potentially impairing condition than those with medical certification; rates were highest among pilots with only a sport pilot certificate". The NTSB has recently recommended several further research efforts be undertaken in this issue.

Finally, next EAA Chapter 35 event will start on Saturday June 13 at 11.30 am with an Annual Chapter 35 Picnic in or around our Clubhouse. All members and guests are very welcome.

Ulf Balldin



**Maxine Flournoy
Third Coast Squadron CAF**

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E-mail: Info.ThirdCoastCAF@gmail.com
Website: www.ThirdCoastCAF.org
Phone: 361-356-4918

**3rd Coast Squadron Lands at New Home
Grand Opening**



McCampbell-Porter Airport
Aransas Pass, Texas 78336

Saturday June 6, 2015
Event starts at 9:00 a.m.

10:00 a.m. Ribbon Cutting

Featuring
Ram Chavez and Veterans Band



The Maxine Flournoy Third Coast Squadron CAF, a unit of the Commemorative Air Force, is proud to announce the Grand Opening of its new Squadron Hangar and Museum of Military History at the McCampbell-Porter Airport, Aransas Pass, Texas.

COME JOIN THE FUN

**English Wheel Clinic, June 13th,
9:30 AM**



Have you ever wondered why all those English roadsters looked so curvaceous? Have you ever marveled at the art-like quality of the metal cowlings and fairings on our more vintage aircraft? Have you ever wondered how to use an English wheel without losing a finger? Delved into the realm of the plastic qualities of aluminum? Wondered how to care for an awesome tool like Chapter 35's own English wheel? Me too! Chapter 35 Technical Advisor Nick Leonard recently refurbished the rolling wheel and anvils for our chapter English Wheel, and is ready to steer you down a path of metallic enlightenment. Join Nick on Saturday, June 13th, at 9:30 AM at the Chapter Hangar as he headlines a clinic on proper care and use of our English Wheel. There's going to be some metal flying, so dress appropriately.

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

June Picnic — the burger burn event of the year! (For Chapter 35, that is)

Volunteers are kindly requested to help with sides and desserts for this auspicious gathering of Eagles. The chapter will provide hamburgers, hotdogs, buns and condiments. You're asked to pitch in with the rest. A good old-fashioned pot luck!

This is traditionally a chapter-provided meal. Members are not asked to donate \$5.00 toward recovering meal costs. Guests and visitors are encouraged to donate

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Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space NOW available for a nominal fee. There are no more hangars available at San Geronimo, and 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!

ARIZONA (CONTINUED)

(Continued from page 1)

highway was between the mountain ranges. We saw some snowcapped mountains near the New Mexico/Arizona border.

At Estrella we introduced ourselves to the people there and left the glider trailer tied down. The only place to stay in Maricopa was the Indian Casino but the rooms were expensive and they only had smoking rooms available. Drove to nearby Chandler, a suburb of Phoenix, and stayed one night at a Holiday Inn.

Friday morning we found a more reasonable priced motel still in Chandler and stayed there till we returned home. We had only one car key so we had another one made. Charley was afraid that with sharing one car key between the two of us we had a good chance of locking it inside the car so we had the second key made. Drove to Estrella, got checked out on the flying operations there, assembled the glider and we each flew it once. It was my first flight in the PW-5 and it turned out to be a really nice handling glider. I really liked it a lot.

There were no thermals because the recent rains had left the ground very wet and it was still early in the spring. It was green everywhere, not normal for the desert. Still it was interesting to be towed straight toward the nearby 3000 foot mountain and flying so close to it. After the flying we put the glider back in the trailer and waited for Bill to arrive in his plane. In due time Bill landed, we tied his plane down, and the three of us drove to Chandler for the night.

Saturday morning we visited El Tiro, the Tucson Glider Club field. They have a nice place and have about 120 members and nice facilities with multiple runways in various directions. We looked at the gliders and also checked out their tetrahedron. It is certainly more visible than a windsock but also more expensive to build and to maintain. The people we talked to were nice but they are a closed club and it is a bit difficult for non-members to fly there. Then we drove to Eloy, AZ where there is a large parachute operation. They had two twin engine planes which would alternately carry loads of jumpers up. The two planes never stopped while we were there. Watched a lot of jumpers land. There was a strange looking building nearby and

we finally figured out it was one of those indoor jumping places.

We ate lunch at a sandwich place and drove to Estrella. Charley and I each flew the PW-5 while Bill got checked out on the flying operations. I tried to find lift on the windward side of the mountain thinking the light wind might kick off a thermal but I found nothing. Then Bill flew the PW-5 and managed to stay up longer than we had. He went to the sunny side of the mountain, found a weak thermal and climbed 500 feet. After the flying we had dinner at a



nearby golf club with Lee and Bobbie, a couple that Bill had known from glider contests in past years. It was probably the best meal we had on the trip. That couple has a winter house in Maricopa and their summer house is in Wisconsin. In the evening we drove back to Chandler for the night.

Sunday we had breakfast and checked out of the motel. We had more Suburban keys made so everyone had their own key and we left one with the soaring operation. Bill wanted to wash the suburban and so we did. At the glider place we paid our bill for the previous days towing and departed for home in Bill's plane. It was interesting flying over the mountains. Certainly different from local South Texas flying. We crossed a high ridge in Eastern Arizona by going over a low spot in the ridge. We cleared that low spot by about a 1000 feet and felt some mild turbulence from the wind over the ridge. I had noticed many years ago in West Texas that mountains always seem to be higher than you are, even when the altimeter says you have plenty of room to clear them. As you get closer to the mountains it becomes obvious that you are higher than the mountain and will clear it easily. I was reminded of that several times in the Arizona/New Mexico area. We also passed nearby snow covered mountain tops and these were indeed higher than we were.

We landed at Lordsburg, NM for fuel and borrowed a car to drive into town for lunch. Back in the air we passed just north of El Paso and continued east. Bill wanted to land at Dell City, TX and Charley and myself were not sure why. After landing

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ARIZONA (CONTINUED)

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there it became obvious. Dell City is a few miles due west of El Capitan and Guadalupe peak. The land between Dell City and Guadalupe Peak is absolutely flat and the highest mountain in Texas rises abruptly from the flat land and is absolutely spectacular especially with the sun at our backs.

After admiring the view we took off and climbed toward El Capitan. We passed in front of El Capitan and circled left to pass just east of Guadalupe Peak. We could see the sun glinting off the monument that is at the peak of the mountain. Bill thought he saw people on the peak and commented that it probably was the first time those people ever saw an airplane fly pass below them.

Our next landing was at Monahans, TX for fuel. We were soon back in the air and headed to San Geronimo Airpark. Darkness fell about when we passed Sonora and at San Geronimo Air-

park we could only faintly see the ground. The lights of the trailer park south of the airport helped guide us to the faint runway lights and we landed without any problems. Gail met us at the ops building and I was home. Bill and Charley departed for Burnet near where Charley lives and then Bill flew to Georgetown.

The PW-5 and Suburban are in Arizona waiting for the next adventure. They will be brought back to Texas later in the spring when thermals will abound in the local area.

Editors Note: So...what do you have planned for the summer? Be sure to share your aviation adventures with the rest of us! Send your story to eaa35news@gmail.com





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WELCOME TO THE NEIGHBORHOOD

Chuck Fisher

It is exciting to meet new neighbors that dream big!

This weekend I had the chance to meet Berni Ainslie, co-partner in Bario Aviation, a brand new General Aviation oriented, full service facility being built at Castroville Airport (KCVB).

Bario, derived of the first names of the two owners (B)ernie Ainslie and M(ario) McGee, will be a full service operation that includes a flight school, full service maintenance facility, hangar rental, a flying club, and even a pilot supplies shop to be located in the FBO. And, as Berni and I talked amid new walls, fresh paint and curing tile, I could see the parts coming together. Indeed, it is exciting to see big plans from the beginning.

Berni and Mario, both pilots and A&P mechanics, have spent their careers as mechanics and instructors here in Texas. Berni has instructed and worked mostly with flight schools in the San Antonio area and Mario owned a flight school in North Texas. They met through the A&P program at Saint Phillips College, and as fortune would have it, at the same time Castroville airport recently finished a new facility and city leaders began searching for someone to utilize the very nice hangar and maintenance facilities that had been vacated. Mario and Berni immediately saw the potential for General Aviation support in the exploding west San Antonio/ Castroville/Highway 90 corridor. They had personally experienced increasing costs, complexity and crowding at nearly every airport in the area that increasingly crowded out general aviation. They wanted to create a facility that bucked the trend and was truly centered around General Aviation without having



to compete with big commercial operations. Castroville offered such a place – a generous sized airfield close to San Antonio, but without major jet and for-profit operations. Castroville has oodles of conflict-free airspace for training, yet is close enough to controlled airspace for high quality instrument training without the exorbitant fuel and tie-down costs of basing at a major airport. They were instantly sold, and formed Bario aviation on the spot.

Bario has several product lines. Their flight school currently has capacity for Private Pilot, Commercial and Instrument training. They have an IFR Cessna 172 and 180 HP Cherokee for private training, and they have a Geronimo modified

Apache for multi-engine training and though they are currently a Part 61 school have plans to become a part 141 school (like Embry Riddle or similar) in the future. Costs are very competitive to the local area with rentals at \$135/hr. wet for the singles and instructor fees about \$55/hr. for private instruction. They use the Jeppesen materials and curriculum for all their training.

To support their students they are building a pilot lounge, instructional pods, a simulator and weather stations for a full service classroom environment.

These aircraft, and others they might acquire in the future, will also be available as straight hourly rentals and they are starting a “club” which will provide additional discounts on the already competitive hourly rentals.

Bario also has a staff of Airframe and Power plant mechanics and at least one IA on staff at all times. They can do major maintenance and inspections on-site on most types of aircraft charging fairly typical local rates, and for a bit more, can travel to your aircraft as well. There is a discount for Castroville

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based aircraft that they regularly maintain. During my visit they were finishing major work on a big twin and just starting the annual on one of the flight school planes within their own well-equipped maintenance facility.

Bario also has a large, open bay hangar facility with half dozen or more aircraft parking spots currently available. For a few hundred dollars a month, owners can rent hangar space and Bario will, with a phone call, have your plane out and ready by the time you arrive. They also plan to offer an executive plan for interested owners in which Bario staff will fuel and prepare your aircraft to fly, park it when you're done and even wash it quarterly.

Finally, Berni plans, as the final phase, to open a small supplies shop in the airport FBO. They'll market typical pilot supplies for personal use, charts, headsets, and of course the batteries you never have when you need them.



Right now, only a few weeks after opening, Berni and Mario are building the business infrastructure. They have students in training, but have capacity for several more. Right now there is little wait for A&P services. As West San Antonio grows explosively, though, they are well positioned to be the "go to" facility for flight training and maintenance.

Berni tells me they will hold an open house once the construction is done. But, I'd encourage you to go ahead and stop in

at Bario, right behind the fuel pumps at Castroville, and welcome Berni and Mario to the neighborhood. And, be sure to tell your friends and neighbors we have a new school conveniently close by so they don't have to slog their way back into the city for flying lessons.

Welcome Bario Aviation. We're sure glad you chose establish this General Aviation service in our neighborhood!



SAFETY NOTES & NOTAMS

Ron O'Dea

On a recent round trip to Tulsa, OK and back to 8T8 I had the opportunity to reflect on our little "buzz phrase", *Keep You Brain In The Game!*

My passenger and I were getting ready to taxi out from the tie down when I observed a C-172 getting ready to taxi also. There were two folks in the airplane and it appeared to be a training flight. As I looked over to the other aircraft I observed his safety belt hanging out of the pilots door. Wanting to be discreet and not embarrass the other pilot, I transmitted "seat belt". I saw the passenger side door open and close and the other aircraft transmitted, "thanks". Well that was OK except the belt was still hanging out pilot side! So, again being discreet I transmitted "pilot side". The pilot door opened and he retrieved the seat belt, again transmitted, "thanks".

So, the take away is there are many distractions when flying an airplane so we need to keep "The Brain In The Game" by prioritizing the tasks, not allowing distractions, and USING THE CHECK LIST!

Be safe out there.



Recent AD's and Safety Info Bulletins

EMERGENCY AD #: [2015-10-51](#) **Emergency Airworthiness Directive** (AD) 2015-10-51 Avidyne Integrated Flight Displays (IFDs) part number (P/N) 700-00083-() loaded with software release 9.3.1.0 or earlier

2015-09-06 GROB-WERKE Aircraft: This AD applies to GROB-WERKE Model G115EG airplanes, all serial numbers through 82323/E, and Model G120A airplanes, all serial numbers through 85063, certificated in any category

SAIB: CE-15-13 C-120/140 Seat Belt Mounting Bracket The FAA recommends that owners, operators, and maintenance personnel of the affected airplanes replace aluminum brackets with steel brackets following Cessna Service Bulletin SEB-25-03 dated February 17, 2015

Most recent AD's and Aircraft look up are always available at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet and you can register to have automatic notifications sent to you



FEATURE: DEATH'S ARROW

Severo Garza

A true story and inspired to write it from these lyrics:

*I felt the arrow from death's fatal quiver
Come so close that it actually grazed me
I bled the blood and I've felt the cold shiver
God only knows how He saved me*
Garth Brooks

It was a nice January day in Corpus Christi and we were scheduled to fly a routine training mission. The airplane was a C-131 twin engine plane used for Coast Guard search-and-rescue. She was older than I was, but I liked the old bird.....she was affectionately called "thunder pig", because she made a lot of noise and was always covered in oil. In the military we maintain flight proficiency by periodically flying a minimum number of hours. On slow months we take training flights to makeup time whenever we are short.....it is basically a fun flight with no particular place to go. I didn't realize I would come to terms with my spirituality in a few hours.

On this particular day I was scheduled with two other pilots. The airplane can fly seven hours, so on these flights we would rotate time at the controls at two-hour intervals; I took the first rotation.

I liked flying in South Texas and particularly along the border. The area is desolate but it has it's own unique beauty. On clear winter days, like this one, you can see forever. Flying along the border between Laredo and Del Rio and looking south to the horizon, you can see the Mexican Sierra's in stunning contrast to the South Texas flatlands....it is gorgeous. So I completed my time at the controls and rotated to the co-pilot position, flying back towards San Antonio. Later I rotated out of the cockpit for the leg back to Corpus Christi as the third pilot in command.



<http://www.bing.com/images/search?q=convair+hc-131+cockpit&view=detailv2&&id=DD6CE45AA9FoA467AB68B002B9B15ACBE20D2CoE&selecte dIndex=6&ccid=bwmpjWsw&simid=608014382957200840&thid=JN.wZoRWgBmLP12yxyHiWq2FQ&ajaxhist=0>

In the winter months (January & February), fog often drifts to shore in the evening. That is precisely what was happening that evening, it was about 5:00 P.M. As we were making the approach, we could see the blanket of fog rolling in from Padre Island, and the Laguna Madre, to the Naval Air station. The fog had already covered the airstrip as we approached the field. The pilot made his first approach and had to go-around. During the approach we were on radar with FAA approach control, who then hands the radar tracking to the Naval Air station controller for landing. If the airplane lands, then the pilot switches to the tower. If it is a go-around, then the pilot contacts the FAA controller, advising of the missed approach and requests alternative plans. We made two approach-to-landings that resulted in go-arounds. I was in the back of the plane and was curious to see what was happening in the cockpit, so I got out of my seat to find out; I knew it was too foggy to land. As I approached the cockpit.....we crashed.

Sufficient visual sighting of the ground and the horizon are required to make a flare and landing; it is all by feel. Without good visual references a pilot can get vertigo

and is unable to gauge and control the proper attitude for landing; that is precisely what happened. He got vertigo and landed hard on the left main landing gear; he hit so hard that the left wing spar (wing support beam) cracked. We rolled down the runway briefly at about 130-MPH. The speed was still fast enough to create lift on the wings. Because the left wing was cracked, the force of the lift caused the wing to separate from the aircraft; kind-of like snapping a pencil. Without support on the left side and the right wing still creating lift, the aircraft "rotated counterclockwise and tumbled". Now we are upside down and backwards skidding for about 1000 feet to a stop from 130 MPH. The controllers didn't realize we had crashed because the fog was so thick the tower couldn't see us and had assumed

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we had made a go-around. Approach control assumed we had landed safely since we hadn't made contact with them. It was 10-15 minutes before they realized we had crashed and sent a fire crew to help us.

At the moment of the crash, I was standing next to the door

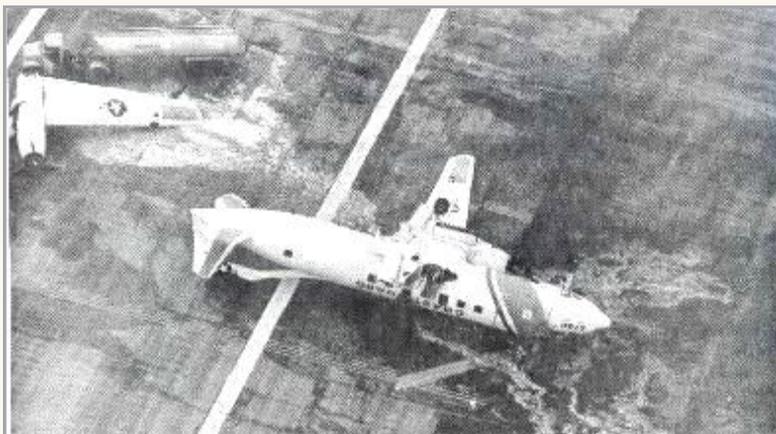
behind the flight engineer. I was able to see the front windshield; all I saw was blacktop as I peered out the front cockpit windshield.

The pilot quickly flared as the airplane made first contact with the ground on the left landing gear, it hit so hard my knees buckled.

Then the plane rolled and all hell-broke-loose. You can imagine the noise of a 40,000-pound airplane upside down and sliding down

an asphalt runway at a 130-MPH. It was quick, violent, and "extremely" noisy. The airframe cracked just in front of me and there was hot asphalt and dust streaming into the cockpit. At that moment, I was certain I was going to be killed.....It was the most horrendous feeling I have ever felt. It wasn't the fear of death but the anticipation of the pain as a result of being crushed and burned. The anticipation of bones breaking and blood spurting, and worst of all the flames burning the face and consuming the skin. It was truly frightening!

Although this event was unfolding in seconds, it appeared like time slowed down and all was happening in slow motion. I called to Christ to spare me the pain.....and Jesus Christ himself appeared with outstretched arm amidst the chaos. Then the chaos ceased and aircraft came to rest..... I realized I was O.K. I looked forward to the cockpit to view the flight crew and asked if they were O.K., the flight engineer replied: "Yes"! I could see the legs of the pilot and copilot as they exited the cockpit windows. I looked towards the rear and the other crewmembers were already exiting the back. I started to run towards the back and noticed that the seats were upside down; I finally realized the aircraft was upside down. I exited at the middle hatch, which was about chest high. As I exited the aircraft, I was doused with hydraulic fluid, and when I hit the runway I noticed



HC-131 crashes at NAS Corpus Christi

I was in a puddle of gasoline. I noticed two small flames around the area, and again the fear of fire returned, so I started to run away from the aircraft. At that point, I heard the flight engineer scream for help, he couldn't get out, he had broken his leg and was dragging himself to the exit. I went back to help him. I got him out of the airplane and to a safe location. It wasn't an easy thing to do, because I was doused in flammable liquids and

walking in gasoline; but I did it without thinking. It was only by the grace of God that we didn't all burn-to-death that January evening.

After the crash, with all of us a safe distant away, we sat and waited in the quiet fog for the emergency crews to arrive. It was sad to see that old bird lying on the runway. She looked like a dead deer on the side of the road. You know how

deer are so graceful and beautiful but, laying dead by the roadside with it's neck cocked to one side and the tongue dangling from it's mouth, is a sad sight to behold.

I won't get into the cause of the crash, because that is another story, but I will say something about it's affects on me, because that is the reason for telling the story. I was relatively young at the time and like most young people, the thought of death was distant. That event made me realize that the fear of death.....is the dread of the physical pain and not the transition to the spiritual world. Also, my concept of the spiritual changed from belief to faith. Amid the chaos there emerged serenity and a sense-of-confidence; I have no fear-of-flying.....I have no fear-of-loving. I was ready to embrace life!!!!

*There's two dates in time
That they'll carve on your stone
And everyone knows what they mean
What's more important
Is the time that is known
In that little dash there in between
That little dash there in between*

Garth Brooks



MAY CHAPTER CLEAN UP DAY



THE BUILDER'S CORNER

CARE OF MASTER CYLINDERS—AND HOW TO NOT LOSE YOUR HEAD

Mark Julicher

From time to time, brake master cylinders malfunction. These malfunctions are caused in four ways: air in the brake lines, low fluid, fluid contamination, and worn parts. The first two malfunctions manifest themselves in similar fashion. The pedal feels soft and it takes much pumping to get brake action. Even with pumping, the braking may not be satisfactory. It is relatively easy to correct low fluid and air in the brake lines simply by adding fluid and bleeding the brakes. I wrote about brake bleeding in early 2014, so I won't repeat that information here. Checking brake fluid is simple. Dip a zip tie into your brake reservoir and see how deep your fluid is. If you don't know where the fluid reservoir is located then check your POH and find out. Brake bleeding is NOT a pilot action on a certified aircraft so have a friendly A&P handy to assist.

That leaves us with contamination and worn parts as failure causes so let me say a few words about these.

Fluid contamination comes in two flavors, incompatible fluid and debris in the system. I count water as an incompatible fluid. I have seen where water corroded brake master cylinders and brake calipers and rendered them junk.

That would be about \$500 per instance, so water makes expensive junk. It is not a bad idea to flush the brake fluid about every 5 or so years. If your MIL 5606 fluid is no longer red, but looks yellow – it is OLD. If you clean the brakes with acetone or MEK and don't thoroughly dry them before reassembly you may have incompatible fluid problems. Nitrile O-rings (the black ones) are made to work in petroleum-based liquids, but not in MEK.

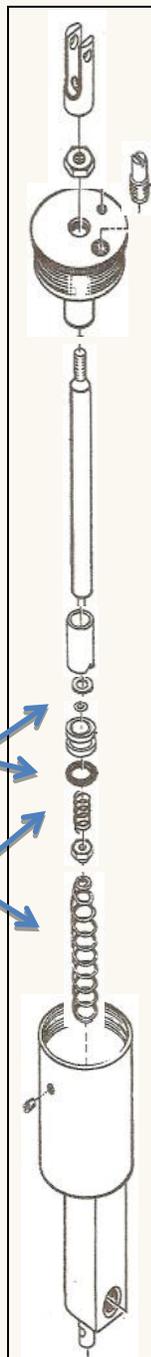
Debris contamination most often comes from deteriorating O-rings and from ancient brake hoses. Check your brake hoses down at the brake calipers. If these hoses have no flex left, I mean they flex as well as dry spaghetti, you should also assume that the brake hoses by the rudder pedals are also hard. When you flex old Aeroquip or Stratoflex hoses and they go snap-crackle-pop, they release little flakes of rubber into your brake system that is bad news. Debris contamination manifests itself as a pedal going suddenly to the floor. You might get brake ac-

tion by pumping the brake and you might not. A mere speck of rubber can make a brake fail.

The last malfunction cause is worn parts. For the most part this means O-rings because there is not much else inside a master cylinder that can fail. Worn out O-rings cause the brake to fail much like debris, with a sudden loss of brake pressure. Slowly deteriorating O-rings can produce sludge in the bottom of the master cylinder that can make the brake act intermittently. A good time to do preventative action is when the brakes just don't feel right.

There is another variation on the O-ring theme. Some manufacturers use a metal washer with an embedded rubber O-ring in it. This may be called a Dyna-seal, Lock-o-seal, Statoseal, or other proprietary name. What it does is hold fluid pressure when the brakes are applied, it allows fluid to bypass when the brakes are being pumped up, and it allows fluid to return to its resting state when the brakes are released. Push against it and it holds, relax and it bypasses – elegant. Without this feature you could not develop additional pressure by pumping up the brakes. If you can't figure it out – don't worry about it, just install all new rubber parts when you work on brakes.

The illustration accompanying this article is essentially a Cleveland master cylinder. Inside the master cylinder are a lot of IBPs, (itty bitty parts.) If you elect to open up a master cylinder, don't lose the IBPs! Work at a table with a white towel under your parts. That keeps everything clean reduces the chance of an O-ring or spring flying across your shop. Some of the O-rings in the master cylinder are not the garden-variety sizes found in your O-ring kit. Be sure to have a Dyna-seal and proper O-rings on hand before opening the master cylinder. You do have an Illustrated Parts Catalog right? Once again, this is A&P work unless you have an experimental aircraft.



O rings

Springs

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

Freelance Modifications ?!!!

So I had just finished an annual inspection on a Cessna 172 and the owner says, "Oh by the way..." This is never good.

This time the owner had installed a couple nifty items that he bought from the XYZ airplane Shoppe. So I asked him if any papers had accompanied the items whereupon the owner handed me two Supplemental Type Certificates. The plane had been flying with the owner-installed modifications for several months and now I was supposed to sign them off!?!? Not fair! First of all I usually charge some pittance to install an STC'd item because it takes time to do form 337 correctly. Second, it requires an IA signature on the 337, and Third, the 337 is supposed to be sent to Oklahoma City within 48 hours of performing the modification.

Another owner/pilot asked me to change his tires. OK, let me have a look... Something does not seem right.... So I checked the paperwork. Somebody back in 1986 had installed different wheels and tires on this high-performance, re-tractable gear, aircraft but never did the paperwork needed to make it legal. The equipment list clearly showed a different size and make of wheel than was actually on the plane. Later on, someone else had installed the wrong tires (more plies bigger diameter) on

the illegal wheels. If I had merely put new rubber on this plane there is a chance the gear would have stuck in the wheel wells on next retraction.

So I repeat, NOT FAIR! If you want to do freelance stuff to your plane then get an experimental and have a good time, but don't put your A&P IA over a barrel by playing with aircraft modifications.

Lose your Head?

The next photo is a cylinder removed from a Lycoming O-320. The owner reported a fine oil mist between number two and number four cylinder. After tightening the oil return lines and cleaning the engine, the oil mist was still happening – but only when the engine was cold. After warm up, the oil drops stopped forming. Sound OK to you? Really, the leak was not

much at all, but the engine had just come out of overhaul and something did not seem right.

Off came the cowling and baffling and there on the bottom of number two cylinder was... well look at the picture and see. My guess is that this cylinder was only a few hours from head separation.

My fellow knew his plane and was properly suspicious and as a result made a nice save by doing a good pre-flight inspection.



Photo: Lycoming O-320 cylinder

Photo Credit Dr. Chris Shearer



Chuck Fisher

Our own David ("the artist") Baker recently showed his works

at a prestigious Hunt Gallery in a "Coast" themed display. It appears that Dave is as superb at capturing non-aviation art as he is aviation topics! Check him out at <http://home.davidbakerillustration.com/>



HUNT GALLERY



MAY MYSTERY PLANE REVEALED

Doug Apsey

Three of our members correctly identified the May mystery aircraft as the Cessna CH-1 Skyhook.

Charlie Brame was the first to respond followed by David Talley and David Dallas.

In 1952, Cessna acquired the Seibel Helicopter Company and began work that year on what would become the only helicopter ever produced by Cessna. The test bed skeleton of the CH-1 initially flew in July of 1953 with the first completed prototype flying that following year. The two seat version of the CH-1 received CAA certification on 9 June, 1955. In February of 1956, the four seat CH-1A was certified. Both the CH-1 and CH-1A were powered by a 260 hp Continental FSO-470 engine and incorporated several unique design features such as a semi-monocoque, airplane style body and a forward mounted engine with the passenger cabin located behind the engine.



With its sights set on a government contract, Cessna made several modifications to the CH-1A including a change in the power-

plant to a 270 hp Continental FSO-526 that was designated the CH-1B. The Army awarded a \$1.1M contract to Cessna for ten CH-1B's which they called the YH-41 Seneca. However, the Army cancelled the contract after purchasing an additional fifteen CH-1C models which were given to foreign countries under the Military Assistance Program. The "C" model was basically a "B" with an increased gross weight of 3100 pounds, up from 3000 pounds for the CH-1B.

Although Cessna was unsuccessful in entering the helicopter market with the CH-1, the Skyhook has been recognized for several achievements in its short lifespan. Its cruise speed was faster than most helicopters from that era with a Vne of



All photos from www.collectair.com/cessna.html

122 mph. The CH-1A was the first helicopter to land on the summit of Pikes Peak. A modified CH-1B still holds the world altitude record for a piston-powered helicopter set in Dec of 1957, climbing to an altitude of 29,777 feet. The CH-1C was also the first helicopter to receive IFR certification by the FAA.

Approximately 50 Skyhooks were built by Cessna before it scrapped the program in 1962. Most that were sold on the civilian market were purchased back by Cessna and the type certification was eventually cancelled in 1989, possibly to reduce liability for any remaining aircraft. For a very detailed article about the CH-1, visit www.collectair.com/cessna.html. This site as well as Wikipedia and a 9 May 2012 AOPA HoverPower article by Tim McAdams (<http://blog.aopa.org/helicopter/?p=731>) were the sources used for this article.



NAME THE PLANE

Here's an oldie for your June Mystery Plane. Who will be the first to email me at dapsey@satx.rr.com with the following information?



What company built it?

What was its designation? i.e. C-172, PA-24, etc.

What did the manufacturer call it? i.e. Skylane, Cherokee, etc.

Within 5 years, what year did it first fly?

Did it ever go into production?



Brian Goode

SHIRT NEWS

Goode News ---“THE SHIRTS ARE IN, THE SHIRTS ARE IN”

The new order of Logoed Chapter 35 fishing shirts have arrived. They were available at the May meeting, but so many folks were working that they didn't notice that the new shipment had arrived.

If you forgot to place an order for a new shirt and want to reserve one, give us a shout – Brian Goode 727-709-1159 - or lady- bgoode@msn.com.

Here's what we have on hand: Short Sleeves – **Yellow – Men's, 2 Large and 2 XL, Ladies' short sleeve – XL**; Khaki –Men's Large; **Royal Blue – Men's Medium, Large and XL**; Long Sleeve - **Sky Blue – One Men's Medium**

All of these shirts are now reasonably priced at ~~\$47.00~~, \$43.00. My pricing error last month.

POCKET CO – CARBON MONOXIDE DETECTORS

Our second order of 10 “POCKET CO – CARBON MONOXIDE DETECTORS” has been received. Some of them are already spoken for. We have two unspoken for and they will be available at

the next chapter meeting on June 12th.

These units are being sold to our Chapter 35 members at cost + sales tax + shipping, which equals to \$109.00. We accept cash or checks. These usually sell for \$147.00.

Those folks who haven't picked up or made arrangements to get their Detectors know who you are. The Chapter is holding the bag for these, so send money

LOG BOOK TOTE BAGS

We still have some log book bags available. They are good for storing your aircraft log books, your laptop computer, iPad or personal “stuff” when traveling.

These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17” wide X 13” high x 4.5” deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00. The pilot shops sell these for \$60.00+.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

Pocket Carbon Monoxide Detector	Order Only	\$109.00
“Fishing Shirts” (Inventory) 1 Men's 1 Lady's	Long sleeve	\$43.00
	Short Sleeve	\$43.00
“Fishing Shirts” New Orders	New Orders	\$43.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Young Eagles Tee Shirts	Youth Sizes	\$5.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$4.00 \$3.00
Chapter 35 Sew-On Logo Patches	Price reduced	\$2.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
“Wash Wax All” Cleaner or Degreaser	Pint -16 OZ	\$16.00
	Quart -32 Oz	\$65.00
Mop Head with Pads	Washable	\$11.00
Scrubbing Pad with Handle	Reusable	\$43.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

2014-15 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM FOR QUESTIONS

JUNE	13	 ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	11	 FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	8:00-10:00 am 10:30 am
AUGUST	8	LUNCH MEETING Gary Stamper—San Antonio FSDO “Safety Notes from the Front Line”	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING John Mancuso Author: <i>San Antonio in the Great War</i>	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Conrad Huffstutler Rebuilding the Wildcat! BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that’s up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8) 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>
 International Council of Air Shows
<https://www.airshows.aero/Page/ASCalendar>

August 29th - 30th



Commemorative Air Force AIRSHO
 Midland, TX
 USAF Thunderbirds

September 12th - 13th



Fort Worth Alliance Air Show
 Fort Worth, TX
 USN Blue Angels
 Breitling Jet Team
 SHOCKWAVE & Flash Fire Jet Trucks

May 30

Bluebonnet Fly-In
 10:00 a.m. - 2:00 p.m.
 San Marcos, Texas (KHVI)
www.redbirdskyport.com/bluebonnet

September 26-27

Red Bull Air Races
 Texas Motor Speedway

October 2-4

Ranger Old School Fly-In & Airshow No.9
 Ranger Antique Airfield - Ranger, TX

Jun 6



Aransas Pass, TX. - (149 miles)
 Grand Opening of the Maxine Flournoy
 Third Coast Squadron CAF Hangar and
 Museum of Military History
<http://www.thirdcoastcaf.org>

October 17th - 18th



Wings Over Houston Airshow
 USAF Thunderbirds
 Commemorative Air Force
 Breitling Jet Team

June 6

Rusk County Airport KRFI
 2d"annual" Fly-In and Airshow



Alamo Air Show & Open House
 San Antonio, TX
 US Army Parachute Golden Knights
 Ace Maker Airshows
 USAF Thunderbirds
 SHOCKWAVE & Flash Fire Jet Trucks

June 6th - 7th

The Heart of Texas Airshow
 TSTC Waco, TX
www.heartoftexasairshow.com



For Sale: RV-7 Quick Build Project—Includes QB wings, QB fuselage, empennage, and finish kit. Empennage finished except for tips. QB wings and QB fuselage nearly complete. Tip-up canopy finished except for fiberglass work. Numerous accessories already installed. Airplane is ready for engine and avionics. Reason for selling: Buying an RV-8. Included Equipment List: Empennage kit, QB wings, QB fuselage, Finish kit, and a long list of extras, \$37,500. OBO, Contact Jim Gibson: jwgibson10@hotmail.com, (210) 262-3741 *(expires JUN 2015)*

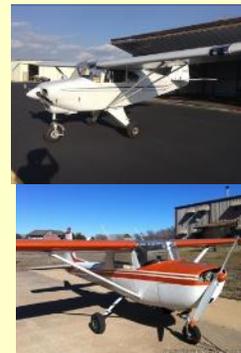


Cozy MK4 for sale. After 14 years of enjoyable flying and 7 years of building before that, I am pleased to offer my Cozy for sale. It has over 700 hours since the maiden test flight supervised by Skip Barchfield at Hondo field. Many EAA Chapter 35 members gave advice, and inspections during the construction that I will always be thankful of. The Cozy is powered by Lycoming 360, 180 HP normally aspirated engine rebuilt in 2000, normal cruise is 175 MPH. I use a mounted I-Pad for navigation, and a wing leveler for long trips. The paint is still exceptional. Great flying, great looking. Call Jon Farr at 210-602-3351 *(expires JUL 2015)*



Hangar for Rent: A 30 X 40 hangar will be available at San Geronimo Airpark as of June 1st. Please contact Richard Gramling for details. Phone: 210-846-5134 *(expires Sept 2015)*

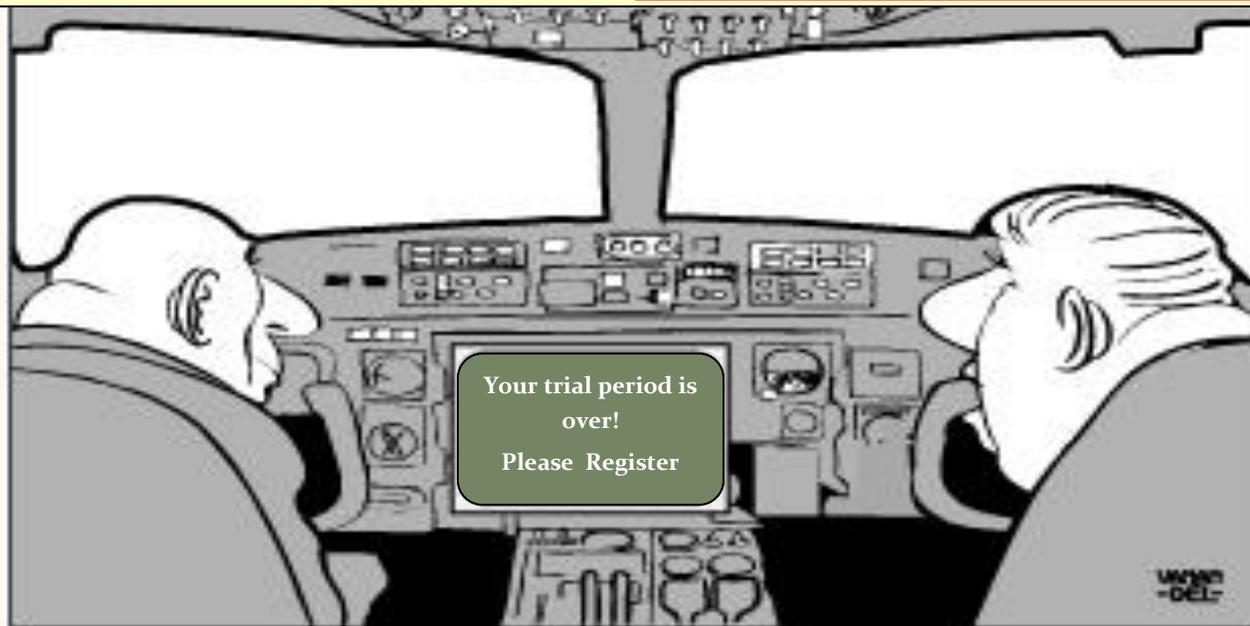
For Sale or Trade '64 Cessna 150D and the '57 PA22-150 Tri-pacer. (together would probably be worth in the neighborhood of \$50k to \$60k) and I need to acquire something in the 180 hp, 120 kts plus speed range and it must be certified, preferably high-wing nose dragger. Please let me know if you know of anybody that might be interested in buying, selling or trading. Bill Kendrick bill_kendrick@yahoo.com, 210-363-5693 *(expires AUG 2015)*



Home on 8T8 for Sale: Gerard and Beckley Amzallag are selling their house on San Geronimo. See <http://www.trade-airplane.com/detail/Residential/Texas/2068602.html>

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

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- **PLEASE Notify me when your item sells!!**
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<http://www.aviation-humor.com/cms/images/media/leewispubli/say8-p146b.jpg>



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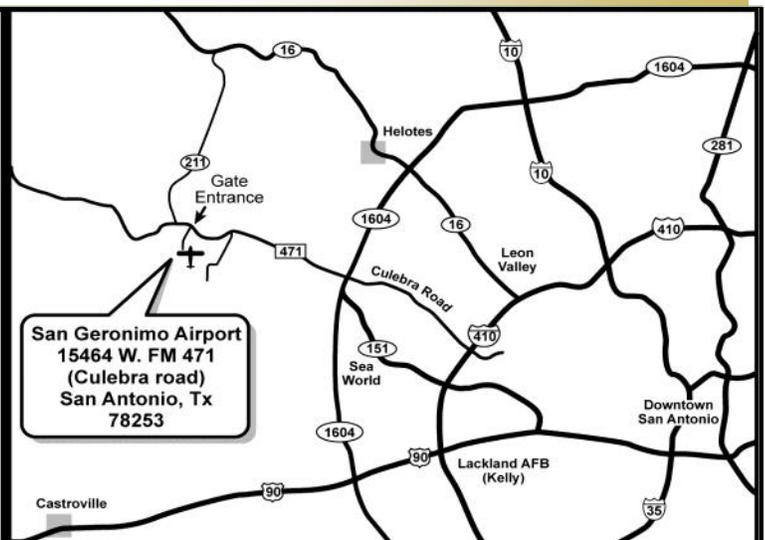
The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

**Chapter Picnic
13 June 2015**

11:30

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

www.35.eeachapter.org

PRESIDENTER COCKPIT[For English Click Here](#)**Presidentens Cockpit**

Först ett stort tack till alla de omkring 25 modiga och engagerade medlemmar av vår EAA kapitel 35, som deltog i vår Spring Cleaning av Yard / kapitel byggnadsarbeten parten i maj. Både gården och klubbhuset och Hangar fick nödvändiga förfriskningar och nu ser mycket trevligare än tidigare. Detta är ett årligt evenemang och hjälper oss att hålla våra Kapitel anläggningar i gott tillstånd. Till alla andra medlemmar, bara en påminnelse om att lunch var faktiskt en av dessa mycket sällan tillfällen en gratis lunch, tack vare generositet vår ordförande av anläggningarna, Gail Scheidt, som (med hjälp av Freda Jones, Nancy Mason och andra) tar alltid hand om byggnaden, förbereder vår klubbhuset för våra möten och arrangerar luncher. Ett stort TACK till er båda också.

Vår unga Eagle Rally i den senare delen av april på Stinson flygplats, i samband med sitt 100 årsjubileum, blev en stor framgång med 75 barn flugit i 38 flygningar i 8 flygplan med hjälp av en hel del medlems frivilliga (och även utanför frivilliga från Hondo och Castro). En stor hjälp kom också från flygledaren och flygplatsmarskalkarna på rampen och från staden San Antonio, som sponsrade lunch för volontärer. Tryck och TV var också involverade ge våra kapitel lite publicitet. Tack igen, Philip Vaneau, ordförande i EAA 35 Unga örnar aktiviteter.

Precis kommit tillbaka från Aerospace Medical Association (ASMA) årliga vetenskapliga möte i Orlando, FL, med två försök att komma dit och saknade den första dagen. När jag visade upp på San Antonio Intl Airport, välkomnades jag av den information som flygningen var först försenat, sedan försenat och slutligen in på grund av tornados, svåra åskväder, hagelstormar i Dallas / Fort Worth, och jag skulle inte bli förvånad om det också ingår en jordbävning, en tsunami och en politisk orsak. En annan avgång nästa morgon klockan 6:00, följt av en försenad flygning gav mig en total tid för att få det på cirka 33 timmar.

Den Asma mötet deltog ca 1600 deltagare med c: a 25% från andra länder. Den USAF var väl representerat med bl a USAF Surgeon General och USAF Chief Scientist, som jag både träffat och talat med. Bland nuvarande USAF medicinska frågor andades systemproblem med F-22 och neurologiska dykarsjuka med MRI resultaten av vita fläckar i hjärnan i samband med U2 flyg. NASA var också väl representerat med två inbjudna talare (båda tidigare astronauter) med presentationer om "Moving Beyond Earth: Vår framtid i rymden" och "Kennedy Space Center och NASA: s vision

för framtiden". Det var information om möjligheten att åka till månen igen, asteroider och Mars. Speciellt kommer till Mars innehåller en hel del osäkerhet och risker, med en mycket hög risk att exponeringen för kosmisk strålning och även psykologiska problem på flyg som varar i 1,5 år eller mer. Men NASA finansiering för sådana flygningar är för närvarande oklart.

Den amerikanska Federal Aviation Agency var väl representerat med, till exempel, seminarier för FAA Medical Examiners. Chefen för FAA: s luftfarts Medical Research Institute i Oklahoma City gav en öppning föreläsning om "Advanced Medical Technologies och Aerospace Medicine konsekvenser", som visade otroligt ny teknik. Den Asma sponsrade också en panel session om "ett perspektiv på tredje klass hälsointyg för allmänflyget" med deltagare från USA FAA och kanadensiska och brittiska liknande organ samt från US National Transportation Safety Board (NTSB). Medicinska experter som företräder AOPA och EAA rapporterade sin ansökan medicinsk undantag med "begäran om en inline pedagogisk kurs som skulle hjälpa flygare i att genomföra en självutvärdering, bidra till att identifiera potentiella tecken på pågående medicinskt tillstånd varning, visar lämplig användning av läkemedel, och ge en allmänt bättre förståelse för flygmedicinska frågor och höjd fysiologi ". Både Kanada och Storbritannien har huvudsakligen bra erfarenhet av liknande förfaranden som föreslås i USA, liksom med självdeklarationen pilot medicinska certifieringar. NTSB dock noteras att "dödligt skadade piloter utan läkarintyg var mer benägna att ha obduktion toxikologi avslöjar deras användning av potentiellt försämrade droger och läkemedel som indikerar en potentiellt försämrade villkor än de med medicinsk certifiering, Frekvensen var högst bland piloter med endast en pilot certifikat sport ". Den NTSB har nyligen rekommenderade flera ytterligare forskningssatsar göras i den här frågan.

Slutligen kommer nästa EAA Kapitel 35 händelse börjar på lördag 13 juni kl 11.30 med en årlig kapitel 35 Picknick i eller runt vår klubbhuset. Alla medlemmar och gäster är mycket välkomna.

Ulf Balldin