Happy New Year 2015!

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

EAA THE SPIRIT OF AVIATION

2002, 2013 McKillop Award Winner. #1 Chapter Newsletter in the Nation

January 2015

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Next Event

EAA 35 / San Geronimo Open House

10 JAN 2015

1200

Chapter 35 Clubhouse

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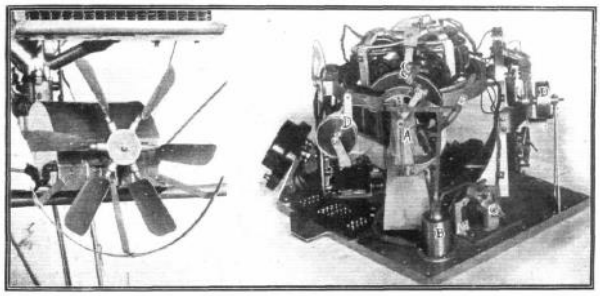
Just Yesterday

Chuck Fisher

History has an interesting way of repeating itself. Aviation history is no exception. So, as we enter the midway point of the second decade of this millennium, I thought it might be interesting to relate a few tidbits about aviation 100 years ago.



THE SPERRY GYROSCOPIC STABILIZER.—On the right, side view, showing: A. Longitudinal follow-up gearing. B. Solenoid for auto-*nif* plane. C. Impressor motor. D. Follow-up wire works in groove. E. Trolleys for carrying current to Servo motor. On the left, the Servo motor installed (note control wires under the motor).

A century ago Europe had plunged into war. Germany had demonstrated the effectiveness of undetected, stealthy night aerial bombing from airships as a weapon of terrorism. The ground war had been a stalemate for months. Aircraft intended to be reconnaissance platforms were pressed into service to strike specific ground and air targets. By striking German observation platforms and communication nodes, aircraft could disrupt their intelligence and communications capabilities.

The US was in a pacifist mindset and did not want to engage, and in both England and the US aircraft development was firmly in the hands of experimenters (in today's lexicon). Thus, the government of England plowed through contracting processes to specify, trial and purchase aircraft and the pacifist US government postponed modernization of the fleet and divested older airframes to save money. Thus, flying training for the military was pretty much done by civilian contractors exclusively, and technologically advanced aircraft were amateur or small company built.

And, just as in 2015, when a homebuilt biplane with a glass panel can be more IFR capable than many commercial aircraft in the fleet, a century ago aircraft development seemed sometimes incongruous. In

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PRESIDENTS COCKPIT

For Swedish Click Here

To all members of EAA Chapter 35 in San Antonio,

The darkness of the winter is here. However, not so much here as when I lived in Stockholm, Sweden, where this time of the year the sunrise is around 9 am and the sunset around 2.45 pm. Further north in Sweden above the Arctic Circle, the sun never rises at this time of the year and consequently the sunset is non-existing. I had the privilege to fly a lot of night flights in Sweden, when I was worked at the Karolinska Institute Medical School in Stockholm and also at the Institute of Aviation Medicine for the Swedish Defence in a city more than 200 km south of Stockholm. And the Swedish Government paid for a rental aircraft such as, for instance, a Piper Arrow, Cessna 182 or sometimes a 337 or a Piper Malibu for flying between the two cities, usually once a week for several years. And from November to February it was dark, when I left Stockholm in the morning and already dark again when I started my flight back and very often a lot of clouds, both low and higher.

It gave me a lot of good instrument flying and when I landed I was always happy that the mostly single-engine airplane did not have an engine failure. Flying at night and maybe in clouds and low visibility with a single-engine airplane is maybe something you do when you are young and wild, but today when I am more mature and wise, I don't know if I would like to do that again. To find an emergency field in total darkness is not very easy. It may be compared to the two flights I did between Sweden/Norway to Shetland Islands or Orkney Islands north of Scotland with a single-engine 115 hp airplane with 2-3 hours over the North Sea, even if it was during day-light conditions. It is safer to fly single-engine airplanes in daytime light and not long distances over Oceans and with a modern GPS satellite emergency beacon on board.

Lex Brown, Tom Morgan and I are just now applying for airworthiness certificate of our Zenith STOL CH701 after 9 years of building. We have already received the Registration Certificate for the number N1836E (1836 is the year of the Battle of Alamo). If you want more information about the process of getting the registration and airworthiness certificates you can read the Kitplane journal September 2014 issue in an article entitled "Those pesky inspections".

For registration you need three applications: one form which cannot be downloaded due to it uses carbon copies in different colors, a bill of sale which you can request from the kit manufacturer at the end of the building, since you probably have lost the original (even more complicated if you have prior bills of sale) and an affidavit of ownership, which has to be notarized by all builders at the same time. All forms have to be submitted to FAA along with $5.

After that you have to apply for airworthiness certificate with three different forms. One is the notarized Affidavit of Ownership (already sent in for the registration) and since you don't have a copy of this original, you may send in a copy of the recently received certificate of registration instead, which hopefully will be accepted. Another form is an Eligibility Statement for Amateur-built Aircraft, which requires notarization, and the third is the real application for Airworthiness Certificate. Additionally, you have to submit a Program Letter to accompany Application for Airworthiness Certificate, Weight and Balance form and a 3-dimensional drawing of the aircraft, the building logbook, and photos during the building process. You also have to show that you have logbooks for the airframe, engine and propeller. All these forms and information have to be submitted to the DAR (Designated Airworthiness Representative), who is an inspector outside the FAA. (S)he has to send in applicable forms to the FAA MIDO (Manufacturing Inspection District Office) and this office will authorize the DAR to perform the inspection of the paperwork and aircraft. Then the inspection may start. I hope this process will not also take nine years similar to our airplane building time.

At the Christmas Luncheon in December several members of the EAA35 received the EAA Chapter Service Award for 2014 and a pin. The members awarded were Vice President Steve Jones, Secretary Darren Medlin, Treasurer Dee Brame, Flight Advisor Ron O'Dea, Newsletter Editor Charles (Chuck) Fisher, Web Editor William (Dave) Baker and even to me as the President. As the President of EAA 35 I also gave the President's MMXIV Appreciation Award to Charles (Chuck) Fisher for his excellence as the Newsletter Editor and to Gail Scheidt and Freda Jones for their superior handling of all meals and Club House arrangements in connection with the monthly meetings. Several other EAA awards went to other club members, who were not present at the Christmas Party. These awards and other EAA 35 Awards from the EAA 35 President will be presented during future monthly meetings in 2015.

Next meeting will be the third annual San Geronimo Day and Progressive Lunch starting at noon on Saturday Jan 10, where we will be able to see what is going on in the different hangars. This activity will be preceded by a Board of Directors Meeting at 10.30 am.

Everyone is very welcome to participate in this first EEA 35 event during 2015.

Ulf Balldin

Club Updates:

Membership: Dues are...Due. Please ensure you have re-upped for 2015. Questions—call Ron O'Dea

Hangar: Space is available—first to call Lew Mason gets this coveted space!

Website: Please add your photo to the members page. Also feel free to send photos you'd like to share to Dave Baker.

Treasurer: The club is very healthy—thanks to several generous donations. Remember we are a non-profit and can accept donations for our philanthropic projects

CHAPTER BULLETIN BOARD

Calling All Builders, Pilots and Want To Be Either!

This Event is for you!

EAA Chapter 35 Progressive Lunch and San Geronimo Open House

EAA Chapter 35 will hose a progressive lunch and "hayride" on January 10th. For any experimental or general aviation enthusiast, this is a must-attend event.

We'll start with some hearty soups and beverages at the chapter clubhouse, then board carts and trailers for several tour stops on San Geronimo Airpark. Folks around the airpark will throw open the doors and offer an opportunity for you to see all variety of aircraft, both experimental and certificated.

We'll learn about several new projects started since our last tour and check into the progress of several aircraft building projects we last saw a year ago. Several folks on the tour are planning to serve delicious hors d'oeuvres in conjunction with the educational stop. Dress warm, and bring notebook, pen and camera. Between the projects and recipes, you may want to take notes.

And, if you would like to share your story, there may still be time to add your stop to the tour. Please contact your Chapter Vice President at eaa35vp@gmail.com.

Progressive Lunch Details

Lunch starts at the EAA building Noon

LUNCH items are soup, salads. We need volunteers to bring soups, salads or any items to share.

Thanks to everyone that helped in 2014.

HAVE A SAFE AND HAPPY HOLIDAYSNEW YEAR!

Gail Scheidt

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* *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: **eaa35news@gmail.com**

DECEMBER 2014 MEETING















DECEMBER 2014 MEETING











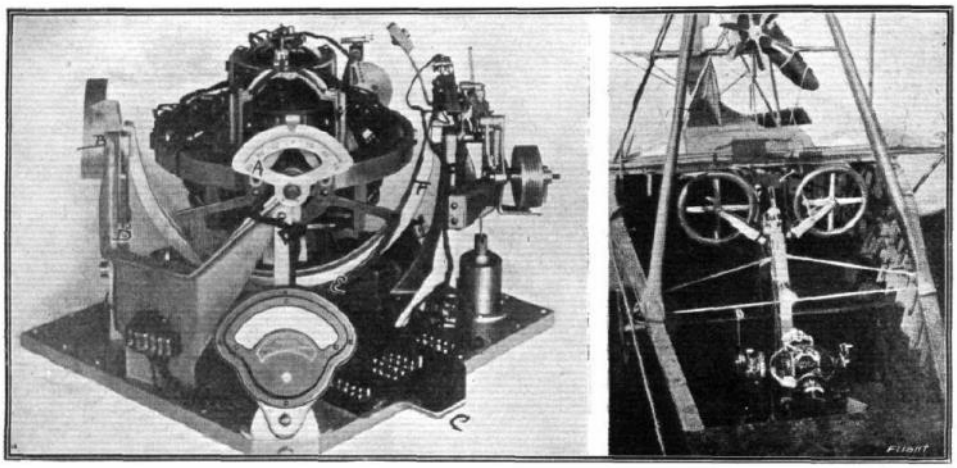


HISTORY (CONTINUED)

(Continued from page 1)

1915 the US government was still flying Wright Type B flyers, and in Europe military designers struggled with how to fire a gun without blowing off the propeller.

Yet, some "experimental" planes were already being fit with a handy little device that, though possibly bigger then, is probably pretty similar to what you have in your plane today … the autopilot.



THE SPERRY GYROSCOPIC STABILIZER.—On the left, general front view of gyroscopic element. A. Lateral inclinometer. B. Longitudinal inclinometer. C. General termina l for all wires. D. Longitudinal impressor gear. E. Lateral impressor gear. F. Bow (the means for getting long. motion outside the element). On the right, the Gyroscopic Stabilizer mounted on the Curtiss aeroplane. The small lever between the control wheels, shown by the arrow, controls the longitudinal and lateral inclination of the aeroplane.

I ran across a description of the autopilot itself, and its public demonstration in the January 29, 1915 "Flight" publication (http://www.flightglobal.com/pdfarchive/view/1915/1915%20-%200075.html) – a newsletter not all that different from our own. The Sperry Gyroscopic Stabilizer, as it was called, used a wind powered turbine to drive the gyros. If the wind motor failed the gyros could continue to control the plane for up to 30 minutes. It was attached directly to the control cables of the aircraft and when engaged the pilot could not override it. "The Sperry machine is small and compact, and may be applied to any machine without change in design…The weight of the machine is about 40 pounds".

I found the procedure for demonstration of the autopilot interesting. This was done before an audience in a Curtiss flying boat. I would not suggest testing your autopilot in this fashion:

"1. The passenger making this flight weights about 160 lbs.

2. The machine will rise from the water in the usual manner and fly under automatic control.

3. Automatic lateral control will first be demonstrated as follows: The passenger will leave his seat, and climb out on the wing to one side for a distance of between 1 ½ and 2 meters from the centre of gravity of the plane…."

"The pilot is showing that the machine is under automatic control by moving out of his controlling seat and holding his hands above his head…"

"Demonstration of longitudinal control. The passenger will leave his seat, climb up on the lower plane, and go backward approaching the propeller as closely as possible…"

Well, the autopilot worked, much to the relief, no doubt, of the passenger standing next to the propeller with the pilot standing up in front of him with his hands over his head! And, believe it or not, unless you have a new whiz-bang electronic gyro ADHRS system developed over the past couple of years, you probably have an almost identical gyro system whizzing or chattering away behind your panel. But, check its operation…in the cockpit.

In 1915 civilians taught the military to fly; experimenters developed the new technologies that would revolutionize aviation, and aviation became a tool of terrorism and warfare – 100 years ago.

I'd be remiss if I didn't also note, given last month's lead article, that 1915 was the year the US Coast Guard was formed, and within a few months if its creation, Second Lieutenant Norman B. Hall, Third Lieutenant Elmer F. Stone and their commanding officer Captain B.M. Chiswell and their Commandant E. P. Bertholf convinced Coast Guard and Navy leadership to send Coast Guardsmen to flight school and to create a Coast Guard Aviation Search and Rescue capability. A lot of seamen in 2015 will owe their lives to that foresight… 100 years ago.

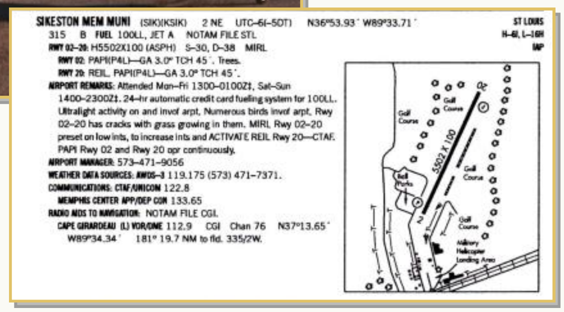
THE CASE OF THE MISSING TAILWHEEL

Doug Jenkins

For those of you who have read "*How to Keep an Airplane*" you will be familiar with this story, at least tangentially. It was among many incidents listed as leading to the eventual disassembly of my 1946 Taylorcraft, N43028, in 1989. If you're interested, here is the whole story behind the day the tailwheel disappeared.

My faithful blue and white travelling companion and I were making our way home to Texas, having attended the Taylorcraft Owner's Club Fly-In in Alliance, Ohio and visited friends and family in Michigan. We were winging our way southward through a beautiful late-summer day in the upper Midwest. Puffy cumulus clouds dotted the sky and the thermals were kicking. It was hot. Out front, while the trusty sixty-five horses pulled us along, the ever-reliable cork float fuel gauge was telling me that my steed was thirsty and a fuel stop would be a good idea sometime soon. A quick check of the Saint Louis sectional revealed two likely options…Cairo Regional Airport in Illinois or Sikeston Memorial a little further on in Missouri. Since we had stopped in Cairo on our trip north I decided that a change of pace would be nice and Sikeston, MO would be our next destination. After a little more flying, while cars on the Interstate passed us by, Sikeston hove into view and we gracefully entered a left downwind for runway 20, since a relatively stiff breeze was blowing from the south. We landed uneventfully and, because I believe that runway behind you is one of the things useless to an aviator, turned off the runway at the first available taxiway.

Aided by the southerly breeze our ground run had been next to nothing and we had exited the 5500' long runway after about 1000'. To make matters worse the FBO ramp was actually south of the end of the runway following a 45* bend in the taxiway. Thus we were faced with about a mile left to taxi in the summer heat. Being young and silly I decided that a good way to expedite that mile and to keep things a little cooler would be to push up the power, raise the tail and taxi at a brisker pace with the tail in the air. For a number of reasons that is not my best decision ever, but making mistakes is how we become wise. In went the power, forward went the control wheel and up came the tail. . After an uneventful mile of taxiing, and approaching the 45* bend in the taxiway, I reduced the power and lowered the tail gently back to terra firma. Instead of the expected and normal rolling on of the tailwheel, I heard and felt a dragging/scraping combination that was not pleasant to hear or feel.


SIKESTON MEM MUNI (SIK)(KSIK) 2 NE UTC–6(–5DT) N36°53.93´ W89°33.71´ ST LOUIS
315 B FUEL 100LL, JET A NOTAM FILE STL H–6I, L–16H
RWY 02–20: H5502X100 (ASPH) S–30, D–38 MIRL IAP
RWY 02: PAPI(P4L)—GA 3.0° TCH 45´. Trees.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 45´.
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1400–2300Z‡. 24–hr automatic credit card fueling system for 100LL. Ultralight activity on and invof arpt. Numerous birds invof arpt. Rwy 02–20 has cracks with grass growing in them. MIRL Rwy 02–20 preset on low ints, to increase ints and ACTIVATE REIL Rwy 20—CTAF. PAPI Rwy 02 and Rwy 20 opr continuously.
AIRPORT MANAGER: 573–471–9056
WEATHER DATA SOURCES: AWOS–3 119.175 (573) 471–7371.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.
CAPE GIRARDEAU (L) VOR/DME 112.9 CGI Chan 76 N37°13.65´ W89°34.34´ 181° 19.7 NM to fld. 335/2W.

Applying a touch of brake pressure we had ourselves stopped in short order. In a blinding flash of insight I decided that I should investigate the unusual symptoms occurring at the tail end of the airplane. I opened my door, leaned out and looked aft. The sight that met my eyes was not a happy one. Where there should have been a 6.5 X 2.5 solid rubber tailwheel there was a bare axle. Not good. I may have said a few bad words. I then decided that further taxiing was probably not the best course of action. This just shows that not all of my decisions are bad. I shut down the engine and climbed out of the cockpit. After a brief stretch break, where I may have said a few more bad words, I gave our situation a closer inspection. The tailwheel assembly was indeed missing, the axle appeared undamaged and nothing else seemed amiss. Luckily the Taylorcraft is a relatively lightweight air machine so I lifted her tail and pulled her to the nearby grass where she would be out of the way should anyone else need to use the taxiway we had been blocking.

Having solved the near term and important problems I turned my attention to the bigger picture. Somewhere, in the last mile or so of taxiing, the tailwheel had obviously departed the axle. The question was, where. It is truly funny how the human mind works when confronted with a conundrum. In the flash of a second my mind recreated a schematic of the tailwheel assembly: the tire, the cotter pin that holds the nut on, the nut itself, the bearings and the hubcap. I naturally assumed that all of this stuff was scattered along the parallel taxiway somewhere behind me and the various and sundry parts might never be found. I was already composing my mental shopping list of things required to get us airborne again and resume our trek southward. It appeared that we may be staying in Sikeston for a while. About this time the helpful airport "line boy" arrived on a golf cart. Remember line boys? Since I was one myself, and not

(Continued on page 8)

TAILWHEEL (CONTINUED)

(Continued from page 7)

much older than my current visitor, we bonded pretty quickly. I explained what had happened and that my game plan was to simply start walking north along the taxiway and see what I could find. He quickly volunteered to walk the west side of the taxiway so I could walk the east side. This seemed like over and above assistance but I quickly agreed that it seemed like a reasonable division of labor. So, off we trekked...northward. You may be asking why we didn't use the golf cart. That's a reasonable question. I figured that a slower pace would enable a more thorough search. Feel free to second guess this decision too.

We bantered back and forth as we walked north with me describing what we were looking for, my fears that we would not find it and that, even if we did, would all the pieces be in place and in working order? After all, if the tailwheel had hit and rolled at a good clip it could have travelled a fair distance. To add to the gloom, the grass beyond the taxiway edge got progressively taller and was a veritable jungle not too far from the paved surface. I have a deathly fear of reptiles and not being sure what kind of snakes or other ectothermic creatures inhabited the Sikeston area I was content to declare that area off limits and accept that if the tailwheel went that far then it had made good its escape attempt. After running out of conversation we just kept walking with our eyes hopefully scanning the ground.

After walking just far enough to begin to question the sanity of this course of action but not far enough to want to give up quite yet I spied with my little eye something round and black. Not daring to get my hopes up I weaved to the right and there it was, just on the edge of the tall grass, a 6.5 X 2.5 solid rubber tailwheel lying with the hubcap side down. Having found this much I dared not dream that all of the pieces were in the same general vicinity; that would be too much to hope for. I yelled to the rest of the search team that I had found at least part of what we were looking for. Hoping for the best, but fearing the worst I picked up the tailwheel and turned it over. This revealed an intact hubcap which, coupled with the rattling sounds inside the hub, meant that all of the parts and pieces were right here in my hand. Unbelievable. Feeling quite fortunate we turned south and began strolling back towards my stranded airplane. The walk back seemed much shorter and more pleasant.

After we reached the airplane my brother in the fraternity of line boys departed on his golf cart to collect the tools I had decided were required to affect a repair: a milk crate to hold up the tail, a screwdriver to remove the hubcap, a cotter pin to replace the one I assumed to be missing or broken and a wrench to tighten the nut. All of this arrived in short order, along with a cold Pepsi. Nice. Opening the hubcap did indeed reveal two halves of what should have been one cotter pin and a loose nut. The repair was simple...put wheel on axle, tighten nut, insert cotter pin, replace hubcap. I started the airplane, taxied (with the tail on the ground) to the fuel pump where I could shut down again and finally buy a few gallons of 100LL. Bill paid, and heartfelt thanks said, the Taylorcraft and I taxied back to runway 20 (again, with the tail on the ground) and departed to resume our trip to San Antonio. Looking back I learned many lessons from my afternoon detour and adventure in Sikeston, MO. As they say around there, show me. So here they are.

Lesson one: Don't be stupid. Taxiing with the tail up on the parallel taxiway was not a great idea. If I was really that concerned with the taxi distance I could have landed a tad longer or done a wheel landing and simply stayed on the runway with the tail up. Or, better yet, I could have just been patient and taxied to the ramp in the normal manner.

Lesson two: The world is full of helpful people. The fraternity of line boys may be extinct today but in the late 1980s it was strong indeed. There was certainly no need for a perfect stranger to volunteer to walk a mile or so in the hot summer sun to look for a rogue wayward tailwheel, but volunteer he did.

Lesson three: Sometimes you get lucky. The penalty for my poor judgment could have been much worse. Had the hubcap come off there would have been tailwheel parts scattered along the length of the taxiway. Clean living and karma paid off I suppose.

Lesson four: Sometimes bad things happen for good reasons and sometimes things that seem bad are, in the long run, good. Let's suppose for a moment that I had not raised the tail to taxi to the ramp. Odds are good that the tailwheel would not have fallen off. Until I took off, or sometime during the next leg of my journey! Imagine my surprise at the next fuel stop when instead of a steerable tailwheel I landed on a tail skid! Then where would that tailwheel be? Would I have ever found it? Would I perhaps have had some mishap on landing given the higher speeds and sink rates involved vs. simply setting the tail back down after a

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TAILWHEEL (CONTINUED)

(Continued from page 8)

short taxi? Hmmm.

So next time something "bad" happens to your airplane or in your life pause for a moment and contemplate how this may actually turn out to be something "good" or something that, perhaps, prevents something worse from happening. As I look back over my life I see this happening over and over again. Usually involving machines that I care for and take care of well. I'd like to think that because I take good care of my airplanes they take good care of me. Every flight is followed by a de-bugging, degreasing, general wipe down and an out loud "thank you." I don't have to do this but it makes me happy. I don't want to own the airplane that gets "rode hard and put away wet." In return I like to think that my airplanes look out for me and take care of me; perhaps giving a little more than they should.

Yes, I do believe that airplanes are more than the sum of their parts, that they are creatures of the sky. As such they are imbued with a soul and can sense, appreciate and return kindness. So, just maybe, my Taylorcraft, knowing that her tailwheel cotter pin had broken, saw the perfect opportunity; the opportunity to teach a lesson. And the opportunity to teach that lesson in a way that would hurt neither of us: by shedding a tailwheel that was going to come off anyway, fully intact, and when lowering the tail would generate no ill effects for either of us. So instead of being angry with her all I could do was say thank you for yet another valuable life lesson passed along to a fledgling aviator and person.

So, in closing, please treat those around you ("Machines" and "People") well. They may just repay the favor someday. Kindness begets kindness, respect begets respect and love begets love. Even if you think I'm full of it and airplanes are just collections of parts, what do you have to lose... a few minutes of time, a few beads of sweat? Isn't that a small price to pay on the off chance that I may be right? If you keep your eyes open and observe the course of events as you wind along the river of your life and I bet you'll see events like I have described happen (and have happened) way more often than you thought possible.

Safety Officer's Notes

Ron O'Dea

Last month I republished a very important article about CO (Carbon Monoxide) Poisoning! Included were some examples of the various detectors one could purchase. I have continued to research and I have personally selected and purchased the Pocket CO Model 300. It is battery operated, has an audio alarm, and is small enough to attach to a key chain! It is so portable you can carry it with you. A great benefit if you need to fly in different aircraft. It costs $139.00. Not much compared to the safety it provides (my opinion). It is available from several places. I don't have all the vendors but here are several that I know of:

Aeromedix.com $139.00, Aircraftspruce.com $139.00, Marvgolden.com $125.00

Here is some of the information from the manufacturers website.

Pocket CO Model 300, the world's smallest renewable Carbon Monoxide detector. Designed by leading engineers in the air quality and gas detection industry, and built using cutting edge nanotechnology, Pocket CO is advanced enough for use by industry professionals but still incredibly simple to operate. Tiny enough to fit on a key chain, and weighing under 1 ounce, Pocket CO is an easy and affordable way to detect and monitor CO at home, away, or on the job.

Save a life—Low Cost+High Performance=Best Value

- *Save money on building/home/appliance inspections*
- *Ease of use*
- *Alarms when dangerous levels of CO detected*
- *Easy-to-read display shows low CO levels in 1 ppm increments, up to 500ppm*
- *Loud alarm, backlight display, vibrator, and bright red light*
- *Simple, one button operation*
- *Portable protection for recreation, job, or travel*
- *Very light, fits on a key chain*
- *Reports average exposure, total exposure, maximum exposure, and time of maximum*
- *1 year instrument warranty & replaceable battery*

For the record, I do not work for this company and I receive no remuneration from them. I feel so strongly about everyone having a CO Detector I've tried to find something that is portable, gives an aural warning, and is not too expensive. If you have more or better information please share it. In the mean time PLEASE get something!

Your Health

Alphabet Soup

RB (Doc) Hecker

Many years ago I was speaking with a certification specialist from the FAA regarding a pilot with multiple medical problems who had consulted outside agencies when I heard some mildly negative comments about the "alphabet" organizations… You can imagine who those groups are with short acronyms that represent their real names. All of us in the aviation community are used to these "alphabets". If you are reading this in the EAA Chapter 35 Newsletter you are a member of one (EAA). Come to think of it, the FAA is the prototypical alphabet agency! Just thinking about the irony of this makes me "LOL".

Some of my pilot friends and aviation colleagues have noted that there are some new letters associated with my Aviation Medical Examiner practice – namely, that I now identity myself as a HIMS/IMS Senior AME. Those who ask me what that stands for are the fortunate ones…the others who KNOW what it stands for typically have begun a very long-term and expensive relationship with me. HIMS stands for Human Interventional Motivational Study…a very nice way of saying that if you abuse alcohol or drugs as a professional pilot and wish to remain medically certified, we have a program just for you. As an added benefit, if a pilot has been, or is being, treated for depression with a single drug (out of four approved), this program is very beneficial for that purpose. The FAA has decided that a pilot treated for depression and medically monitored by the HIMS program is safer than an untreated pilot.

I am seeing from the general aviation publications that the idea of a private pilot flying without a third class medical certificate (AKA driver license certification) has lost some momentum since its inception by the alphabet organizations - mainly due to US Government administrative processes. In fact, I attended a FAA Medical Seminar this month where a brief mention of this issue was made by the FAA aeromedical representatives who stated that they did not know where this finally going to end up. I imagine we will have to wait for the FAA review process to complete, or for the legislative process to begin.

So…what to do? Let's look at a case.

A 32 year old pilot presents with a history of incarceration for a felony conviction for "carjacking" at age 23. He was released from prison after serving 10 months of a 10 year sentence and remains on probation with the injunction to not leave his State of residence. He states that he reason he was stealing cars were his attempts to raise money to purchase an airplane to further his flying career. During the examination you find that he is sightless in his left eye and he tells you that his eye was injured during an industrial accident at age 28. He states he has been flying "professionally" since his eye injury healed. Finally, while reviewing your history and physical findings, the pilot relates to you that he has had multiple bouts of depression centered around lack of funding his aviation career that have kept him from flying for short periods of time. In an expansive mood, the pilot states that he really needs this certificate as he wants to fly around the world solo in his single engine aircraft to set a world record for solo flight.

Summation: This is a 32 year old occasionally depressed convicted felon who has monocular vision and wishes to break his parole by flying around the world in a single engine aircraft. Should I certify, deny or defer to the FAA at Oklahoma City? What would the good folks at OKC do with this case? Would they ask for more info? Would they risk the embarrassment of denying this airman a medical certificate knowing that the two major airports in the Oklahoma City area would have to be renamed after their action? I am sure the pilot, Wiley Hardeman Post, would like to know. His good friend Will Rogers would probably write an Op-Ed about the experience. This is obviously a difficult case.

All kidding aside, here is a partial list of the aeromedical issues I have seen this month:

Both 3rd and 2nd Class airmen with multiple DUI's.

Both 3rd and 2nd Class airmen with multiple traffic/accident violations.

A 19 year old honors college student 3rd Class Student Pilot applicant with a history of major depression due to family stressors and who has been off medications for over a year. He recently received his Eagle Scout certificate.

A 1st Class airman on 12 month Special Issuance for a kidney disorder with an inadequate letter from his kidney doctor. My call to his doctor revealed he has not been seen for 2 years. He also has untreated hypertension.

- A 2nd Class airman with a new heart rhythm disorder.
- A 3rd Class physician airman with recent cardiac stents.
- Both 3rd and 2nd Class airmen with newly diagnosed non-obstructive cardiac disease.
- A 3rd Class Student Pilot applicant with monocular vision due to lazy eye.
- Both new and established pilots diagnosed with color vision deficiency.
- A 3rd Class pilot on anti-depressive medication who refuses to provide to me his clinical notes regarding his depression.
- An occasional pilot with a normal exam....

I am on the fence here. As a 63 year old pilot flying a 3,000 lb., 285 HP 4-6 place single engine aircraft, I would love to only have to hold a valid driver's license to fly on a Private Certificate. How about a 3,000 lb., 220 HP 2-place antique single engine aircraft? Of course, I would not be able to exercise my Commercial Certificate and would have to forgo receiving free 100 LL gasoline at air shows as payment for my participation. How about me instructing a rated pilot in a new aircraft while I am without a valid 3rd class medical certificate? On the other hand, as an Aeromedical Physician, I am somewhat concerned that many pilots forgo their needed medical evaluation in order to disclose or accept medical concerns. Is this wise? I am tending to the side that there needs to be a knowledgeable physician somewhere in the decision process to advise pilots and assist them to remain as healthy for as long as possible. I believe the AME is the proper physician to do this task of education and monitoring. Of course, as an AME who specializes in Special Issuance and difficult aeromedical cases, I am somewhat skewed in this direction.

Please remember! The pilot AME is really your advocate. The FAA certifies 99.9% of the applications submitted once all of the required information and testing has been accomplished. Is saving the cost of real medical attention worth the risk of just getting your driver's license? And, the "rest of the story" is that the alphabet organizations will sell you their brand of "education" to validate the driver's license certification if it is approved. I am not sure what that cost will be. I am as interested (and vested) in this question as very one of you! Your comments to me via e-mail at faaexamdoc@yahoo.com are always appreciated!

Keep the blue sky up and the nose on the centerline!

Doc Hecker

RB "Doc" Hecker (EAA 789419) is a FAA Senior HIMS/IMS AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds certificates for CFI Single Engine Land & Sea, Commercial Pilot ASEL, ASES, AMEL, AMES, Glider, B-17 SIC and Instrument Airplane along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306),a 1946 Aeronca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185), 1945 Stinson L-5CVW Sentinel (N178) and a 1947 Taylorcraft BC12-D (N43928). He is currently refurbishing a, and assisting the restoration of a 1947 Aeronca 7BCM / L-16 (N119TX). His other projects include maintaining a 1942 Boeing A75-N1. He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force and affiliates with the Houston Wing (Houston, TX), Centex Wing (San Marcos, TX) and is an active member of the Gulf Coast Wing (Houston, TX) where he crews as a Co-Pilot, Flight Engineer and member of the maintenance team doing sheet metal and fabric repair work on that magnificent 1945 B17-G war bird "Texas Raiders" (N7227C).

THE BUILDER'S CORNER

BASIC ELECTRICITY—PART TWO

Mark Julicher

Back in the summer of 2013 I wrote about aircraft electrics that mostly centered on aircraft wiring. This time around will be more about the electrical system.

Aircraft electrical systems seem to be extremely confusing to most of the airplane owners I work with. It just should not be that hard to grasp, but unlike visible things such as fuel or hydraulics, electricity can't (usually) be seen. So visual learners are at a disadvantage. I suppose tactile learners are also at somewhat of a disadvantage. At any rate, let's explore some really basic concepts and demystify electricity just a little bit.

First of all, how do you produce electricity? When you sweep a magnetic field along a wire, you move electrons and produce electrical current. It is that simple. The details and physics is fascinating and complex, but it is not necessary for a pilot or even most mechanics to understand. Just remember that magnetism sweeps electrons along a wire.

Now the generator or alternator on your engine is either spinning a magnetic field next to some wire or it is spinning some wire next to a magnetic field. You really don't care which do you? You just want to produce electricity.

Figure 1: A Delco-Remy 20 amp generator. The tube and shroud are to direct cooling air into the housing.

A generator is seriously old technology. (Think Edison and friends.) A generator produces direct current which is exactly what we need in most light aircraft. However, a generator will not produce very much electricity until the engine reaches about 1200 RPM. That is just the physics of a generator – don' t worry about it, just understand that if you have a generator and your engine is idling slowly, then the generator out light may illuminate and the ammeter will show discharge. No big deal. Push up the power a little bit and the situation goes away. Generators often use permanent magnets for their magnetic field. Feed DC electricity back into a generator and it spins! A generator is a motor and a motor is a generator. That is why some planes use a starter-generator that does two jobs.

Alternators are seriously old technology also. (Think Tesla and friends.) Alternators produce alternating current that is mostly useless in a light aircraft; therefore, the alternating current is changed to direct current, i.e., it is rectified before it leaves the confines of the alternator. Why go to that trouble? Because by its nature an alternator can produce electricity at a much lower RPM than a generator and an alternator can be smaller and lighter than a generator for the same energy output. Alternators use electromagnets for their magnetic field and solid-state diodes to rectify the current.

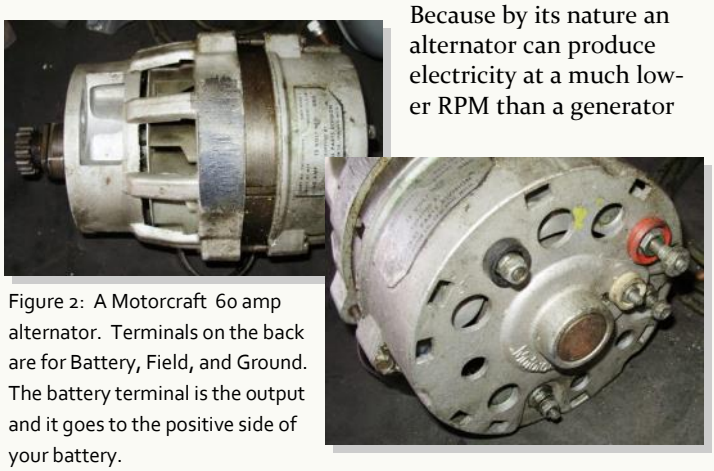

Figure 2: A Motorcraft 60 amp alternator. Terminals on the back are for Battery, Field, and Ground. The battery terminal is the output and it goes to the positive side of your battery.

Both generator and alternator require a voltage regulator. The regulator is there to make sure that only 14 (or 28) volts is delivered to the battery. If the battery does not see sufficient voltage it discharges. If the battery sees too much voltage it overheats. It is bad news either way. Old style voltage regulators are mechanical and use electromagnets and switches to control voltage output. (Yes, there are even older regulators that use even more ancient technology, but we won't go there.) Newer types of voltage regulators use transistors or even integrated circuits to do the job. Old style regulators eventually corrode or lose mechanical integrity, but they are otherwise almost bullet proof. New style regulators are more precise, easily adjustable, and have nifty outputs for the latest cockpit sensor gizmos; however, one stray voltage spike can

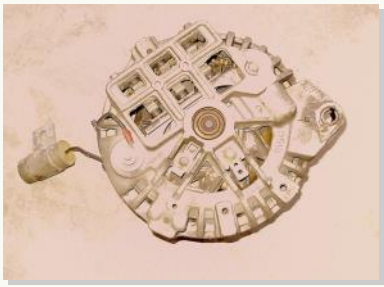

Figure 3: Back of a Chrysler alternator. The connections are labeled Batt, Fld, and Gnd. Yes a Chrysler automotive alternator will work. No it is not legal on a certified plane. Data plates and part numbers tell the difference!

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

make a new style voltage regulator go instantly dead. I have seen two new style regulators get cooked during jump-starts. Should have used a battery charger!

Generally speaking, alternators and generators are robust pieces of equipment and last a long time. Think how many hours you get from the alternator on your car. Long time! None-the-less, there are various ways to make a generator or alternator fail. Enemy number one is heat. The copper wire wound on the armatures is insulated with varnish or epoxy. Get it hot enough and the insulation breaks down. Furthermore, the silicone diodes in an alternator will be destroyed if they get too hot. Heat sources are normal engine compartment heat and heat generated as by-product of making electricity. Enemy number two is oil, especially on a Lycoming engine. An oily alternator will fail by internal shorting. Maybe the alternator will revive with cleaning and maybe it won't. If you are seeing a lot of oil on your alternator you have an imminent failure. Find your oil leak and correct it. A third enemy is bearing failure, prevalent on Lycoming engines and big Continentals. If the drive belt is too tight or if the pulleys are not lined up straight the bearings in the alternator are going to wear out fast. I know of failures in as little as six hours from over tightening the belt. I have also seen alternator brackets that misaligned the pulley by a half inch – really bad! Enemy number four is brush wear. Brush erosion is just normal wear and tear. I have been told that automotive brushes wear much faster that aviation grade brushes. I can't prove that one way or the other, but I have seen generators fixed by an automotive repair facility that wore out prematurely. My favorite accessory repair shop was easily able to identify that the wrong brushes were installed in this instance. Don't be penny wise and pound foolish with accessory repairs. Besides, if you con or cajole your mechanic into installing an illegal part it may cost a license and a fine.

Figure 4: Electromechanical voltage regulator outside and inside.

Figure 5: Solid State Voltage Regulator. Photo by Aircraft Supply company.

And now a review of units and terminology:

Volts or voltage is a measurement of potential. Think of it as pressure. If you blow up a balloon there is pressure inside the balloon and if you pop the balloon the pressure escapes. Think of it as water stored high in a water tower. The water pressure is potential energy. A storage battery has a lot of potential energy.

Amps or amperes is a measurement of flow. The battery in your plane may produce 12 volts (pressure) but zero amps until a circuit is completed to allow a flow of electrons. Water in the water tower has lots of potential, but no flow until someone opens a valve

Watts is a measure of power. In direct current applications, watts is mathematically volts times amps. Forty-eight watts can be produced by 4 amps flowing from a 12-volt battery or by 2 amps flowing from a 24-volt battery. The advantage of the 24-volt system is that you can put 2 amps through a smaller, lighter wire than 4 amps. The disadvantage is that a 24-volt battery costs more and usually weighs more. Just to cause mild confusion, in alternating current applications power is often expressed as VA, i.e., volt-amps. Because the voltage in an alternating current system is varying as a sine wave and is going from positive to negative value, it is just easier to express power as VA. Don't be confused, it is OK to just thing of this as watts if you want to.

So in the total physics of it all, a million years ago (plus or minus) the sun produced energy that was captured by plants and animals roaming the planet. The plants and animals died and left us crude oil by processes way beyond the scope of this essay. Somebody refined the crude into avgas and you bought some of that and put it in your engine. The engine spun around and turned your generator, which swept electrons into your battery to be used by your aircraft systems whenever you commanded electrons to flow. The only catch is that we are still using the same electrons that were in use in 1933. But alas, the age of the electrons is also beyond the scope of this essay.

DECEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame for correctly identifying the December mystery airplane as the Republic XP-72 Super Thunderbolt. The XP-72 was a prototype interceptor fighter based on the P-47 Thunderbolt. Only two of these aircraft

were produced. The first one flew in Feb, 1944 and was powered by a 28 cylinder, 3500 hp Pratt & Whitney Wasp Major R-4360-13 spinning a four bladed propeller. The second prototype flew in July, 1944 using the same engine but was fitted with an Aero-Products six-bladed contra-rotating propeller. This aircraft was lost during early flight testing. The first prototype is thought to have been scrapped at Wright Field at the end of WWII so no example of this airplane exists today.

The XP-72 was designed to have a top speed of 490 mph with a range of 1200 miles and a service ceiling of 42,000 feet. Rate of climb was over 5,000 ft./min. Part of the intended purpose of the Super Thunderbolt was to have an aircraft capable of intercepting the German V-1 Buzz bomb. The empty weight was 11,476 lbs. and maximum weight was 14,749 lbs. The proposed armament options were six 50 cal. Browning machine guns or two 37 mm M4 cannons and four 50 cal. machine guns. It was also to be fitted with two wing racks that could hold a 1000lb bomb under each wing.

Although 100 were initially ordered by the USAAF, by the time the aircraft was ready for production long range escort fighters were needed more than high-speed fighters so the contract was cancelled before any aircraft were delivered.

Sources include Wikipedia, Aviastar and National Museum of the USAF - Fact Sheet/XP-72

NAME THE PLANE

Doug Apsey

Here is our first mystery plane of the new year. Who will be the first to tell me:

What company built it?
Who designed it?
What is its designation? i.e. C-172, PA-24, etc.
What was its name? i.e. Skyhawk, Cherokee, etc.
What role was it built to fulfill?
Within 5 years, what year did it first fly?

Country Store

SHIRT NEWS: The latest Fishing Shirt order has been received and placed in inventory at the Chapter 35 clubhouse. If you have not picked up your shirts, please give us a call.

If you forgot to place an order for a new shirt, we have five (5) extra shirts in inventory, so stop by the Country Store at the next meeting and pick one up.

Here's what we have in inventory. They are all men's sizes and there is one of each: Short Sleeves – Yellow – Large and Extra Large. Khaki - Large, Royal Blue – Extra Large, Long Sleeves Sky Blue – Medium. All of these shirts are now priced at $43.00.

NEW ITEM: Sometime ago one of our Chapter members donated a Cessna Flight Training Sport / Private Pilot Course to the Chapter to be used as a Young Eagles fund raiser. This is a King School produced, on line learning program, no more DVD's or CD or tapes to mess with. The original price for this course was $379.00. The Country Store has possession of the kit and will gladly place it into the hands of the first person who offers a reasonable donation. Please contact Brian at 688-0420, or email ladybgoode@msn.com, with your most generous offer.

POSSIBLE NEWER ITEM YET FOR THE COUNTRY STORE: We are entertaining stocking a new South Texas weight, Port Authority® Lightweight Charger Jacket. The features of this jacket are:

• 100% polyester Taslan shell, • 100% polyester lightweight fleece body lining , • 100% polyester sleeve lining, • Front zippered pockets, • Interior pocket, • Port Pocket for easy embroidery access, • Elastic cuffs with adjustable self-fabric tabs and hook and loop closures, • Elastic waistband

We can offer this jacket for only $39.00. The blue color is called "True Royal" It will have the EAA Chapter 35 logo embroidered on the upper front left side of the jacket. Unisex sizes are: Small, Medium, Large and Extra Large. XXLarge are $43.00.

We would like to get a few orders in hand before we place the initial order, so please call or email Brian or June Goode with your order. We will collect your money when the order is received. 688-0420 or ladybgoode@msn.com

LOG BOOK TOTE BAGS

We still have a small supply of log book bags available. They are not only good for storing your aircraft log books, but for general toting around of your laptop computer, iPad or personal "stuff" when traveling. Santa likes them. These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of 600D 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 could also be used for a computer bag or just a regular tote bag. They are only $29.00. Some on line Pilot Shops sell a similar bag for $69.00.

"Fishing Shirts" (Inventory) 4	Short sleeve	$43.00
1	Long sleeve	$43.00
NEW PORT AUTHORITY JACKET	SM-M-L-XL	$39.00
True Royal Blue color	XXL	$43.00
Young Eagles Tee Shirts	Various Sizes	$5.00
Cloth Baseball Caps	EAA or Chapter 35	$11.00
Mesh Top Logo Baseball Caps	**Close out item**	$4.00
Chapter 35 Sew-On Logo Patches		$3.00
Chapter 35 Bumper Stickers		$1.00
Wheel Chocks - Aluminum	Two pairs = a set	$45.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	$11.00
	Quart -32 Oz	$16.00
Mop Head with Pads	Washable	$65.00
Scrubbing Pad with Handle	Reusable	$11.00

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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Safety Officer

Ron O'Dea *210-488-5088* *r2av8r@gmail.com*

CHAPTER CALENDAR

JANUARY 2015	10	Third Annual San Geronimo Day And Progressive Lunch BOD Meeting	Noon to ??? 10:30 am
FEBRUARY	14	LUNCH MEETING Rebuilding the Wildcat *Presenter: Conrad Huffstutler* *Possibly arriving by Wildcat*	Lunch 11:30 pm Meeting/Program 12:30 pm
	21	*Fly-out Event – Garner Field Lunch and Warbird Tour*	*8T8 Wheels up: 11:00 am* *Arrive KUVA ~ Noon*
MARCH	14	LUNCH MEETING Presenter:	Lunch 11:30 am Meeting/Program 12:30 pm
APRIL	11	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	8:00 - 10:00 am 10:30 am
	18	*Young Eagles Rally – Stinson 100-Year Anniversary*	*Pilot/Safety Brief 8:00 am* *Rally Begins 9:00 am*
MAY	9	SPRING CLEANING! Yard/Chapter Building Work Party	10:00 am – 12:00 pm Lunch Served at Noon
	23	*Fly-out Event – Mooney Factory Tour*	*8T8 Wheels up: 11:00 am* *Arrive KERV ~ 11:30 am*
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 Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING Presenter: TBA	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Presenter: TBA 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! EAA 35 Holiday Luncheon	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

For Sale Aerosport Quail- -N56JT- - A very rare homebuilt.

Only 3 flying that I can find. Built 1977---TTAC-466.0 hrs.-- Cruise 110 mph, fuel burn 3.5 gph . All Metal, Cantilever Wings---VW 1600 cc Engine--59.5—SMOH—Prop 11.8 TT; VFR Instruments and GPS---Hand Held Radio w/ Headset; BRS 900 installed* (re-pack due) or remove and have 20lb baggage. Sale Price -----$ 8,500 OBO Fresh condition inspection included with purchase! Contact: Dave Baker-Ph-210-410-9235, e-mail: iflyaerosport@sbcglobal.net *(expires MAR 2015)*

Reduced for quick sale!! **Garmin 796**, *Brand New*. COMPLETE with all accessories, $1500 (MSRP $1999 + tax). **Icom A24** Handheld Radio, complete with power adapter and headset adapter. *Brand New*. $250 (MSRP $350 + Tax & S/H). Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. $ 500 ea. **Teeter Hang-Ups Exercise equipment** -

--Like New. $ 550, **DAVID CLARK Headsets**- Make Offer. Contact Jeanette Hunt at 210-688-9264 or e-mail Ja-Net3679@aol.com. *(expires MAR 2015)*

REDUCED PRICE-$17,000.00! Stolp Starduster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. Just spent over $2K, new mag, carb cleaned, new throttle cable, etc. MUST SELL, Call Dan Cerna at (210) 688-9345. *(expires MAR 2015)*

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

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

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

Thursday, January 15	***IMC Club Monthly Chapter Meeting 6:00pm - 9:00pm San Marcos, Texas***
21 Feb	***Chapter 35 Fly Out Garner Field (Uvalde)***
Friday, Apr 10, 2015	***Llano, Texas (KAQO) Texas STOL Roundup Llano Municipal***

In the third grade, our teacher, said, "Quit staring out the window, because when you grow up, no one will pay you to sit there and just look out the window"..

Guess I showed her.....

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

Chapter 35 meets

Each Second Saturday of the Month

EAA 35 / San Geronimo Open House

10 JAN 2015

1200

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]

PRESIDENTER COCKPIT

For English Click Here

Till alla medlemmar i EAA Kapitel 35 i San Antonio,

Mörkret av vintern är här. Men inte så mycket här som när jag bodde i Stockholm, Sverige, där den här tiden på året soluppgången är cirka 09:00 och solnedgången runt 14:45. Längre norrut i Sverige ovanför Polcirkeln, solen stiger aldrig vid denna tid på året och därmed solnedgången är icke-existerande. Jag hade förmånen att flyga en hel del nattflygningar i Sverige, när jag arbetade på Karolinska Institutet Medical School i Stockholm och även vid Institutet för luftfarts Medicin för den svenska försvars i en stad mer än 200 km söder om Stockholm. Och den svenska regeringen betalade för en hyra flygplan som till exempel en Piper Arrow, Cessna 182 eller ibland en 337 eller en Piper Malibu för att flyga mellan de två städerna, vanligtvis en gång i veckan under flera år. Och från november till februari var det mörkt, när jag lämnade Stockholm på morgonen och redan mörkt igen när jag började mitt flyg tillbaka och ofta en hel del moln, både låg och hög.

Det gav mig en massa bra instrument flygande och när jag landade var jag alltid glad att mestadels enmotorigt flygplan inte har ett motorbortfall. Flyger på natten och kanske i moln och dålig sikt med ett enmotorigt flygplan är kanske något du gör när du är ung och vild, men idag när jag är mer mogen och klok, jag vet inte om jag skulle vilja göra det igen. För att hitta en nödsituation fält i totalt mörker är inte så lätt. Det kan jämföras med de två flygningar som jag gjorde mellan Sverige / Norge till Shetlandsöarna eller Orkneyöarna norr om Skottland med ett enmotorigt 115 hk flygplan med 2-3 timmar över Nordsjön, även om det var under dagen ljus . Det är säkrare att flyga enmotoriga flygplan i dagtid ljus och inte långa sträckor över hav och med en modern GPS-satellit nödsändare ombord.

Lex Brown, Tom Morgan och jag är just nu ansöker om luftvärdighetsbevis för vår Zenith STOL CH701 efter 9 år av byggnaden. Vi har redan fått registreringsbeviset för det antal N1836E (1836 är året av slaget vid Alamo). Om du vill ha mer information om arbetet med att få registrerings- och luftvärdighetsbevis som du kan läsa Kitplane tidskriften September 2014 frågan i en artikel med rubriken "pesky inspektioner".

För registrering behöver du tre program: en form som inte kan laddas ner på grund av att den använder karbonkopior i olika färger, en köpe som du kan begära från satsen tillverkaren i slutet av byggnaden, eftersom du förmodligen har förlorat den ursprungliga (ännu mer komplicerat om du har tidigare räkningar försäljningsställen) och ett intyg om äganderätt, som måste notarized av alla byggare samtidigt. Alla former måste lämnas till FAA tillsammans med $ 5.

Efter att du måste ansöka om luftvärdighetsbevis med tre olika former. En är attesterad Intyg ägande (redan skickat in för registrering) och eftersom du inte har en kopia av denna ursprungliga, kan du skicka in en kopia av det nyligen fick registreringsbevis istället, som förhoppningsvis kommer att accepteras. En annan form är ett Behörighet förklaring för Amateur byggda flygplan, som kräver notariza, och den tredje är den verkliga ansökan om luftvärdighetsbevis. Dessutom måste du lämna in ett program Brev att följa Ansökan om luftvärdighetsbevis, vikt och balans formuläret och en 3-dimensionell ritning av flygplan, bygg loggboken, och foton under byggprocessen. Du måste också visa att du har loggböcker för skrovet, motor och propeller. Alla dessa former och information måste lämnas in till DAR (utsedda luftvärdighets representant), som är en inspektör utanför FAA. (S) att han måste skicka in gällande blanketter till FAA MIDO (Manufacturing Inspection District Office) och detta kontor kommer bemyndiga DAR att utföra besiktning av pappersarbete och flygplan. Sedan inspektionen kan börja. Jag hoppas denna process kommer inte också ta nio år som liknar vår flygplans byggtid.

På jullunch i december fick flera medlemmar av EAA35 EAA Kapitel Service Award den för 2014 och ett stift. Medlemmarna delas var vicepresident Steve Jones, sekreterare Darren Medlin, kassör Dee Brame, Flight Advisor Ron O'Dea, Nyhetsbrev Redaktör Charles (Chuck) Fisher, Webbredaktör William (Dave) Baker och även för mig som VD. Som president EAA 35 gav jag också presidentens MMXIV Värdering Award till Charles (Chuck) Fischer för hans excellens som nyhetsbrevet Editor och Gail Scheidt och Freda Jones för sin överlägsna hantering av alla måltider och klubbhus arrangemang i samband med den månatliga möten. Flera andra EAA utmärkelser gick till andra klubbmedlemmar, som inte var närvarande vid julfest. Dessa utmärkelser och andra EAA 35 Awards från EAA 35 presidenten kommer att presenteras under kommande månadsmöten i 2015.

Nästa möte kommer att vara den tredje årliga San Geronimo Day och progressiv Lunch start vid lunchtid på lördagen jan-10 där vi kommer att kunna se vad som händer i de olika hangarer. Denna verksamhet kommer att föregås av en styrelse Möte kl 10.30.

Alla är varmt välkomna att delta i denna första EES 35 event under 2015.

Ulf Balldin