EAA THE SPIRIT OF AVIATION

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

It's 2016 Already

January 2016

Volume 58 Issue 1

Inside this Issue

Next Event

9 Jan

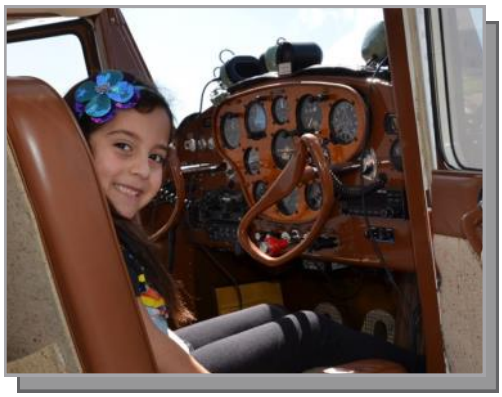
Lunch Meeting

1130

Chapter 35 Clubhouse

Chuck Fisher

Welcome to 2016! For some who've had a challenging year, I'm sure it couldn't get here fast enough; for others we bid farewell to 2015, an old friend. As I considered this, I reflected back on what our chapter accomplished in 2015, and thought it would be nice to reprise a few of the things YOU members accomplished this year.



2015 began with a dreary open house event that set the stage for the rest of the year. Our perpetual sunshine gave way to weekend after weekend of rain and low ceilings. We never complain about rain, but how about on a Wednesday for a change!

Yet, that January, in the rain and cold, over 60 folks came out for the event. That day, we met folks we had never seen and reacquainted ourselves with several others who had gone missing. Finally the rain abated and in March we shared our community on a beautiful Saturday a few weeks later.

We partnered with the City of San Antonio to commemorate the 100th anniversary of Stinson Airport with a great festival of flying and education. I don't think the City had ever partnered with an EAA chapter on anything, and certainly this was a big project with several weeks of meetings with the committee, airport leadership and even the councilwoman. The centerpiece of the even of which was a Young Eagles rally that introduced nearly 100 kids to flying and for the first time we introduced formal classroom sessions with professors Mason and Geron. We reprised that success in fall flying nearly 40 more kids from our home field, after only two rescheduling delays for rain.

Our chapter philanthropy continued beyond just Young Eagles as your donations went on to send another well-deserving and highly motivated young man, Sam Marley, to Oshkosh to attend the Air Academy. He learned skills that will guide

(Continued on page 4)

Featured Speaker

TBA

As of press time the January program is pending. Please watch e-mail for updates

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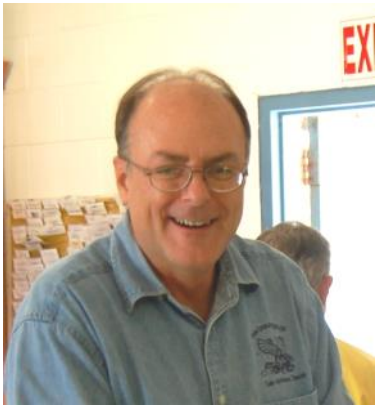
PRESIDENTS COCKPIT



Steve Jones
eaa35pres@gmail.com

The EAA Chapter 35 Holiday Party was a roaring success, due in no small part to the efforts of Freda Jones and Gail Scheidt, who labored for days on end, before, during and after the event to bring an exquisite meal together on a budget that frankly amazes me. We could have catered this event (and the ladies are giving this idea second consideration) but they wanted to bring you a fantastic experience at a price no one else could touch. They did it with style. They had help. Quite a number of our favorite people brought food and dessert, or contributed their time to set up and serve lunch. Thank you all!

Gail arranged live entertainment from the troupe that visited San Geronimo to honor our veterans, then again to celebrate Christmas. They sang and danced a medley of holiday numbers while chapter members enjoyed a sumptuous meal - turkey, ham, stuffing, potatoes, green bean casserole, cranberries, and oh, the desserts. Many of the recipes came from the backwoods of Tennessee, where I first met Freda, and I'll tell you they really took me home.

The gift exchange was civil, as civil could be with such prizes on the line. Snoopy the W.W.I Ace and a couple of biplanes featured heavily in the gift snatching. There were spirits and wine that made the rounds, too. In all, I think everyone had a great time.

We start the new year with a slate of new and returning officers. As your President, I am grateful to serve with you to preserve one of America's more unique freedoms: the freedom to build and fly your dream.

My aviation journey: I first encountered the Experimental Aircraft Association as a 9-year-old growing up in Illinois. There, at an airshow in Dupage, Illinois, I caught my first glimpse of Experimental Aviation: a Jim Bede BD-5. Not too many years later, I saw the future in a tiny spaceship you could build yourself -- the Bert Rutan VariEze. Who would have thought in our time, there would be any room left to innovate? Yet here were two examples. Several years ago, I visited a friend from Illinois. His father brought my parents as close as they would come to their dream of earning their pilot's certificates. It occurred to Tim and me that we had arrived at the point in our lives our parents had reached when we first met as kids. We reminisced, as anyone would:

- One summer helping strip and re-cover a Piper Tripacer in Grade A Cotton -- the Flying Milk Stool.
- Autumn apple fights in the shadow of the old house and the Beech D-18, itself under careful restoration.
- Days spent examining two Stearman Kaydets, one flying, one stored in the rafters of the barn.
- Lazy days seeking out trouble along the railroad tracks while our parents floated gently overhead in a vintage J-3 Cub.

I was nearing the end of my first aeronautical journey, the transition from student to Private Pilot. He had taken a different path, but he'd soloed, and was well on his way when he did some damage to that same J-3. It was a setback; more time to reflect. He asked about our Experimental aircraft. Why?

I said it offered several benefits. With proper foresight, it could be less expensive to maintain and to fly. It offered an opportunity to bring technology into the cockpit that would be prohibitively expensive in a certificated aircraft, if the technology were even available. "But really," I said, "VariEze". He got it.

There are benefits to this experimentation, and the FAA has taken notice. We're blazing a trail in key technologies, borne out of a desire to make general aviation safer and more approachable to a wider audience. Take note of the FAA's position on non-TSO'd equipment for certificated aircraft. In just a few years, they've gone from allowing non-TSO'd clocks to replace long-dead TSO'd equipment, to permitting non-TSO'd AOA/Lift Remaining Indicators. Most recently, they've allowed non-TSO'd EFIS equipment into certificated aircraft, so long is it doesn't displace required equipment. How would a Dynon D-10A look in our Cessna? Very nicely, I would think. ADS-B equipment very suddenly became affordable. Experimental Aviation demonstrated key features and allayed fears about operating non-TSO'd GPS receiving and position reporting equipment. This played a key role in their decision.

Why Experimental Aircraft? Because there is room left to innovate, and we're leading the way! It's an honor and a privilege to serve as your president. I've been given the task of leading this organization at a time when experimental and general aviation are poised to grow in numbers and importance in this region of Texas.

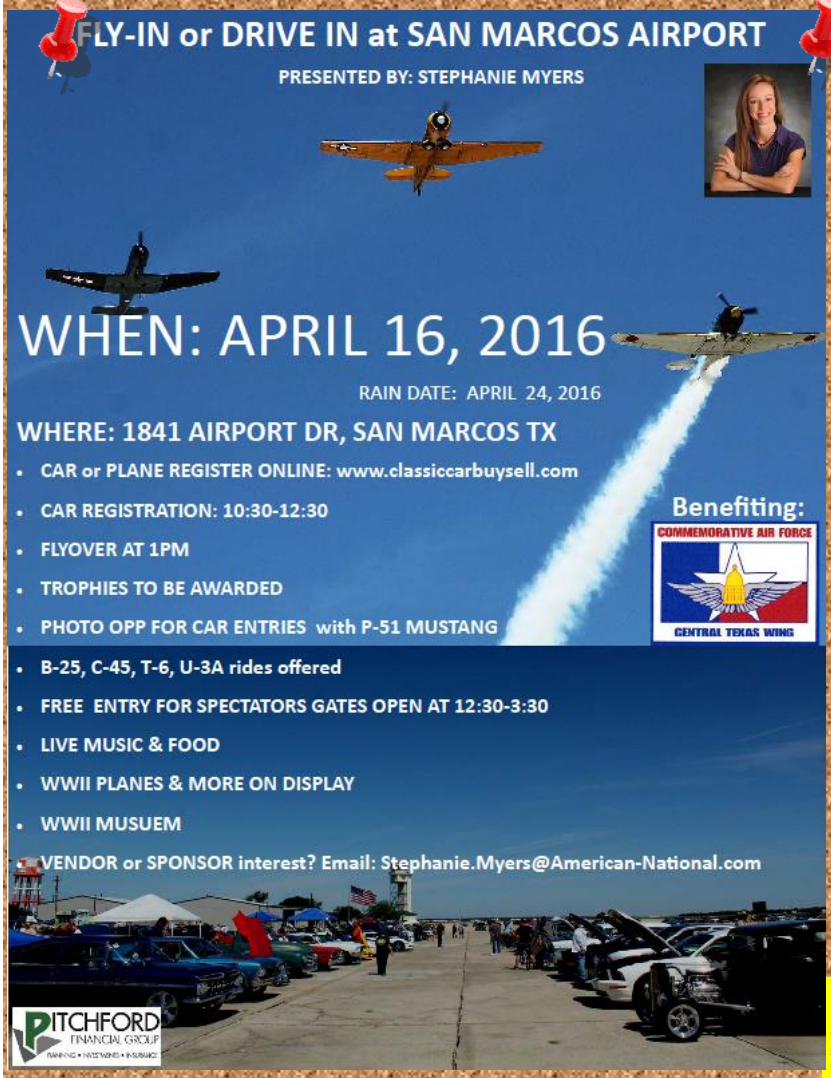
Together, we'll meet new challenges, and we'll seize opportunities to reach out to our community and introduce folks to the dream we share -- to fly!

MEMBER NEWS

Please welcome **Darren Vinelli**

Darren recently moved to San Antonio from California. Interestingly he owns a Piper and is building a "Sopwith Pup"! More interesting is he will be building it in the EAA Chapter 35 Hangar so we can all watch! You may contact Darren at dvinelli@live.com

CHAPTER BULLETIN BOARD



Lunch for the January meeting with be delicious oriental feast produced by John and Gail Latour!

Bring your appetite and a desert if you like

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

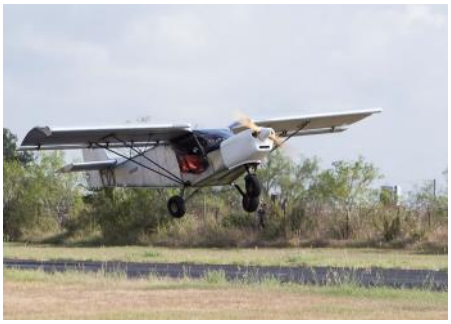
This Newsletter is YOUR newsletter. I put the articles in it, but ***you*** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new 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**

NEW YEAR(CONTINUED)

(Continued from page 1)

his aviation future. Chapter 35 should be very proud to have influenced so many young lives this year.

Chapter members completed and flew three new aircraft this year. Craig Geron flew his magnificent RV-8 for the first time and he and Ruth Ann have been burning up the airways since. The "Merlin Crew" completed their plane at long last and are poised to launch as soon as weather and schedules come together. And finally the CH-701 STOL bunch completed and flew their shiny aluminum work of art, and former stealth fighter pilot Lex Brown has been accumulating time for the past few months as the designated test pilot and instructor for the rest of the team.



Our clubhouse has been busy with parties and even a superb veteran's day show for the local community and Christmas show as well. Our chapter has donated materials and expertise for our host airfield to build a windicator for all of our benefit, and have cleaned, reorganized and put to good use the superb building facility we have.

Highlighting the amazing experience in our chapter, our FAA colleagues awarded four new Wright Brothers Master Pilot awards, bring our club total for this elite group to seven. I wonder how many chapters our size can come close! We congratulate again Ron Damrill, Mike Lovelace, Dan Cerna, and Barry Howard who joined Joe Killough, Brian Goode and Bubba Hunt in this elite bunch.

So now it is 2016.

Our chapter will certainly host more Young Eagles events and we plan to send another candidate to Air Academy. But, there are lots more ways for everyone to be personally and organizationally engaged. For part of each of our New Year's resolutions let's all look for those opportunities, find events we can support, opportunities to teach, opportunities to engage with our civic and government leadership, and opportunities to engage our flying community.

So, as you make your New Year's resolutions, as yourself: "How will we as a chapter, and I as an individual contribute to my community and my sport even more in 2016?"

Happy New Year!

FAA issues SAIBs for Cessna, Piper wing spars

From AOPA NEWS December 17, 2015

http://www.aopa.org/News-and-Video/All-News/2015/December/17/FAA-issues-SAIBs-for-Cessna-and-Piper-wing-spars

By Elizabeth A Tennyson

The owners of a number of Cessna and Piper models are being advised about possible wing spar problems under two recent special airworthiness information bulletins (SAIBs) issued by the FAA. AOPA is urging the owners of affected models to follow inspection guidance provided by Piper and Cessna.

On Dec. 2, the FAA issued CE-11-12R1, titled "Wings-PA-28, PA32, PA34, and PA-44 Rear Spar Corrosion at Fuselage Attach Fitting." It notifies the owners and operators of Piper PA-28, PA-32, PA-34, and PA-44 airplanes about the potential for corrosion on the wing spar at the fuselage attach fitting.

The FAA previously addressed the issue in 2011 with SAIB CE-11-12. At that time the agency urged pilots to comply with Piper Service Bulletins 789A, 977, and 1006, which were issued between 1994 and 1997. Additional service data acquired since then prompted Piper to issue Service Bulletin 1244B, which provides for repetitive inspections of the affected area and "a repair option for the wing rear spar just outboard of the fuselage." The new SAIB, which updates the one issued in 2011, encourages owners to follow the recommendations of that latest service bulletin.

A second SAIB issued on Dec. 2, CE-16-11, advises owners and operators of Cessna 177, 177A, 177B, 177RG, and F177RG airplanes about potential cracks in the wing lower spar caps near the wing root. Corrosion is believed to be a contributing factor to the development of these cracks.

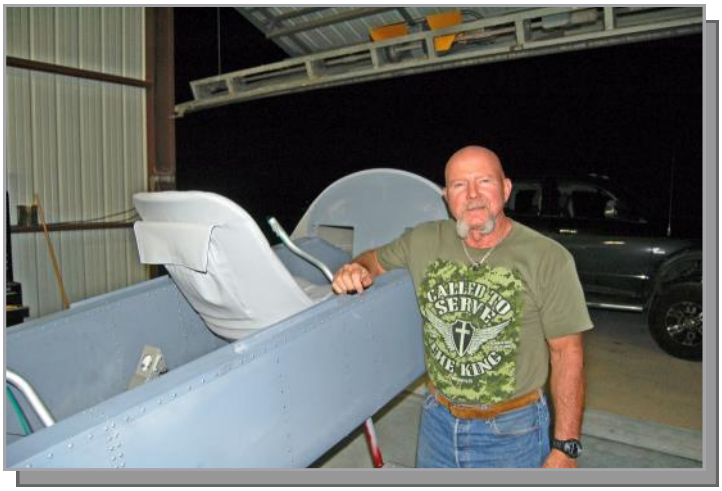
The SAIB urges owners of Cessna 177 models to perform a visual inspection of the wing lower spar caps for cracks and corrosion in accordance with the recommendations of Cessna Service Letter SEL-57-03, which was issued Nov. 15. Aircraft that are operated at low altitudes, or those that have received a gross-weight increase or wing modification, are believed to be of particular concern.

More than 4,000 Cessna 177 model aircraft have been manufactured since 1968, but to date only one aircraft is known to have been affected, an F177RG used for pipeline inspections with 8,892 flight hours.

AIRCAM!

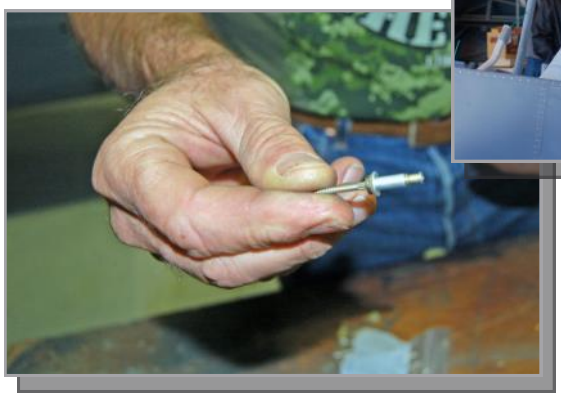
Chuck Fisher

Editor's note: Since I wrote this article, Jack was called back home to Arizona. I'm sorry he didn't get to see this and that we didn't get to see his project fly. Nonetheless, I think his story and his project are just the stuff of our chapter. I hope we'll get to see him and his plane when his work summons him back to San Antonio.



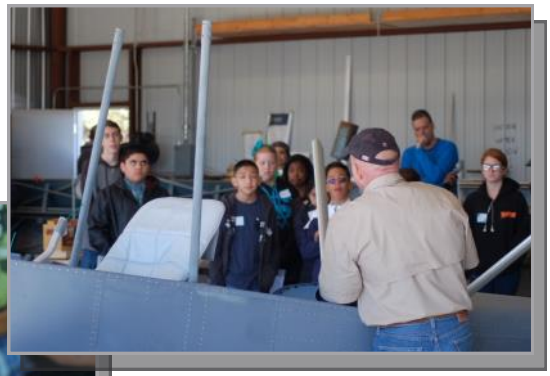
If you haven't been out to San Geronimo and our superb EAA chapter 35 builders workshop and hangar, you missed a treat. In this article I'll introduce you to one of our newest chapter members Jack Greene and his rapidly maturing AirCam aircraft. We had an opportunity to meet one evening, as he is working on his plane almost every night and weekend, and he was generous enough to share his project and experience with several dozen Young Eagles and their parents which added a tremendous dimension to their experience.

Although he has a wide portfolio, Jack describes himself primarily as a builder. He hails from Arizona where he has flown aircraft from piper cubs to Civil Air Patrol 182's and fell in love with "low and slow" among the red sandstone bluffs and serpentine rivers of the rugged southwest. He has a family and personal attachment to backcountry Alaska as well, so his choice of airframes was a natural fit.



EAA 35 is lucky enough to have him among us through the vagaries of government contracting. Jack is in town to work on a major modification and new lighting system for the Kelly/Lackland runway. As luck would have it the project lagged behind its anticipated schedule allowing Jack to spend a lot of time on his plane. Being geographically separated from home with time and access to the facilities provided by the chapter have allowed his AirCam to come to life right before our eyes. In another few months, we'll look forward to publishing photos of its first flight.

The AirCam is an experimental aircraft. Although from a distance it resembles an ultralight, it is a 1680 lb. aluminum fuselage, cloth wing aircraft that is built for operation in rugged unimproved environments. The canoe-like fuselage has generous space for two modern American adults in tandem with room for a bunch of stuff behind them. Useful load is around 640 lbs. It can be flown from the front or the back and there is near 360 degree visibility from both seats. The engines – two Rotax 912's – are mounted on top of the wing facing aft and provide 200 hp combined on about 5 gallons an hour. Here's where it gets good – the take-off roll is less than 200 feet and landing easily in 300 feet. Try that with your Cessna! It'll carry 6 hours of fuel and cruise around 100 mph. This is a plane purpose-built for flying over jungles and deserts with nowhere to land. It'll fly on one engine just fine and will land in the nearest clearing if you really need a bladder break! These are the planes used to film spectacular sequences in National Geographic and Discovery channel documentaries as either a hand held camera can be used due to the excellent visibility or a gimbal mounted camera can be used as the nose and undercarriage has no obstructions similar to a helicopter. The cost of the kit and engines is similar to other kits in the low 100's. A build option is available.



Jack started flying a couple decades ago. However, each time he neared his practical test, life got in the way and he took a hiatus. He tells me he has more student time than pilot time. Having

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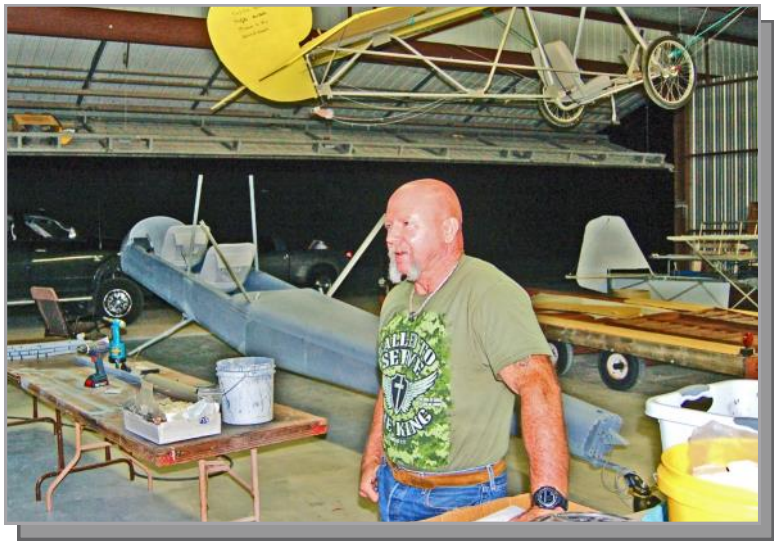
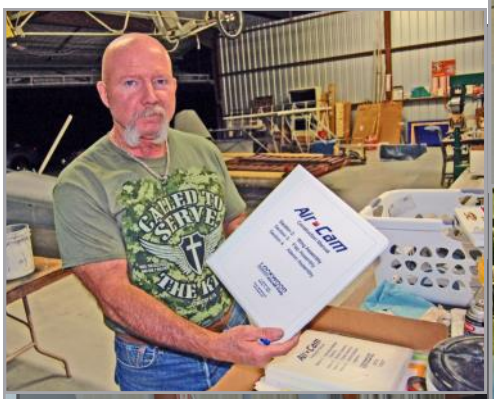
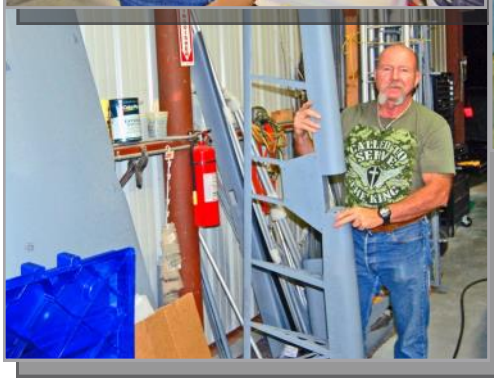
(Continued from page 5)

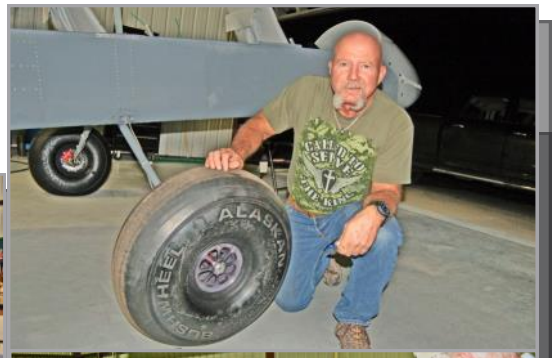
retired from his job at Sky Harbor airport, he's settled down and decided that this AirCam is his retirement plan. With it, he and his wife will see the country from a perspective few will ever enjoy. For the Harley-riding, open air-loving couple, the open design and nap-of-the-earth flying it will permit is a perfect way to explore the great outdoors. He's looking forward to real back-country flying, so this AirCam has enormous Alaskan tundra tires in place of the typical almost frail looking gear.

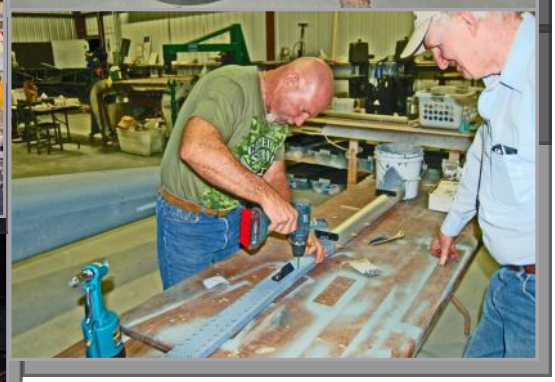


Jack has been working steadily on his AirCam over the past few months and the wing structure, enormous vertical stab and rudder and most of the fuselage is complete. He built the fuel tanks but has not yet pressure tested them. Fortunately almost all the construction is with pull rivets so he can build it without a lot of assistance. The rivets are specific aircraft grade rivets and each hole had to be drilled and enlarged with sequentially larger bits to ensure a perfect size and shape without burrs. There are a gazillion rivets! He still has a ways to go as he will install the stab and wings, and has to cover the wings and control surfaces (they use different covering systems), then install and configure the engines.









This is Jack's first project. Obviously with a building background he is handy with plans and skilled with his hands, but building an aircraft is a whole new experience. He tells me that the company, Lockwood, has been extremely supportive with ready, almost immediate help. The plans are clear and he has had no difficulty following them. There is a builder network, though the community is very small, but one builder in Tennessee is highly experienced and has been wealth of information by phone and computer. And, when I stopped in to interrupt his work with a bunch of report questions, EAA 35 technical counsellor Nick Leonard was working with him on safety wires and connection, and technical counsellor Lew Mason is on tap to help with the fabric covering.

Jack thinks when he's done; his will be the first or second AirCam in Arizona. So, in a few short months, he too will be the local technical expert on AirCams. Be sure to stop in and say hi [*if you are near Phoenix*] and watch this extraordinary aircraft come to life.

FROM HEADQUARTERS

Here are a few events and news shorts from EAA and others

EAA Webinars:

1/6/16 8 p.m. CST

Causes of Maintenance Errors
Mike Busch

To err is human, but when humans make mistakes working on aircraft, bad things can happen. Maintenance expert Mike Busch discusses the kinds and causes of maintenance errors and what can be done to prevent them. Mike thinks that some piston GA maintenance shops may have more distractions and less quality assurance than do airline and bizjet maintenance facilities, so savvy owners of GA aircraft need to act as final inspectors and take that role very seriously. Qualifies for FAA Wings and AMT credit.

1/13/16 7 p.m. CST **Navigating the FAA IACRA Website**
Qualifies for FAA Wings Prof. H. Paul Shuch

Pilots applying for a new certificate, rating, or privilege must all use the FAA's Internet-based Integrated Airman Certificate and Rating Application (IACRA). In addition the CFI and DPE who trains and test the applicant must also use the system. Many people find this system a little confusing, which leads to mistakes and unnecessary delay and frustration. Join Prof. H. Paul Shuch as he walks you through the process to use the IACRA system. Qualifies for FAA Wings credit.

1/20/16 7 p.m. CST **The Apollo 13 Mission to the Moon** Chris Henry

Chris Henry from the EAA staff talks about the Apollo 13 mission. In April of 1970 the United States launched its 3rd lunar mission, but an explosion changed the course of history for the crew. Chris will discuss how the Apollo 13 crew, and the men in mission control on the ground, worked to get the crew home safely. Chris organized the Apollo 13 Reunion at EAA AirVenture Oshkosh 2015 and was able to spend time with the crew. Join him as he shares background from the people involved with Apollo 13.

1/27/16 7 p.m. CST **Synergy Aircraft Overview**
John McGinnis

Every homebuilder has heard the expression 90 percent done, 90 percent to go. But few are asked, "When will it be done?" as often as EAA member, designer, and composite builder John McGinnis. The unique, futuristic Synergy aircraft he is building in Montana has attracted worldwide attention and acclaim. John will inform about the Synergy project and answer these questions: What's all the fuss about anyway, and what's going on up there these days? Will it be at Oshkosh? Is this thing for real? When will it be done? Find out in this thorough, highly visual webinar that covers it all, from the Eureka moment of the invention to the farsighted business vision, and even some details no one has seen.

NEWS

Snowbirds to Oshkosh - The Canadian Forces Snowbirds, one of the most popular military aerial demonstration teams in the world, announced EAA AirVenture Oshkosh 2016 as part of its schedule, which would be the first time the team would be back at Oshkosh in more than 30 years.

High Schoolers Designing Airplanes - The General Aviation Manufacturers Association (GAMA) and Build A Plane have announced that they are sponsoring the fourth Aviation Design Challenge. Registration for the competition to promote science, technology, engineering, and math (STEM) education among U.S. high school students is open to the first 100 schools that enter. http://www.gama.aero/advocacy/aviation-education/stem

FAA begins decommissioning VORs

Excerpted from AOPA News: By Elizabeth A Tennyson

The FAA has received investment approval for the first phase of its plan to decommission lesser-used VORs and has announced a list of the first 35 VORs to be cut as part of a plan to create a minimum operational network (MON) that will serve as a backup to ensure aircraft can land safely in the event of a widespread satellite navigation outage.

The list of VORs slated for decommissioning includes some sites that will be among 74 VORs set to be removed from service in the next five years during the first phase of the project. Others on the list won't be decommissioned until the second phase, which is set to begin in 2020 and will involve decommissioning another 234 VORs over a five-year period.

[Editor: There are NO Texas VOR's targeted in the first round of shut-downs] http://download.aopa.org/advocacy/151123_VORs_Approved_for_Discontinuance.pdf?_ga=1.261627786.603004096.1450916639

SAFETY NOTES & NOTAMS

WAYS TO SCARE YOURSELF IN AN AIRPLANE

Ron O'Dea

Got the following from a safety E letter I subscribe to. Hope you find them useful and remember "Keep your Brain in the game"

Be safe!

WAYS TO SCARE YOURSELF IN AN AIRPLANE

And how to learn from them

(reprinted with permission from http://airfactsjournal.com/)

Hang around the airport long enough and you'll inevitably hear that familiar phrase: "so there I was…" What follows will probably involve mistakes, bad luck and close calls (often a healthy dose of embellishment, too). Such stories are a lot of fun, but there's plenty to learn from such "I Can't Believe I Did That" moments.

Most pilots aren't dare devils, but sometimes the only way to learn an important lesson is to scare yourself just a little. That doesn't mean we should seek out frightening experiences, only that we should try to learn from them when we inevitably stumble into one. This is really the way a lot of us learn to be safe pilots: we try to fill the experience bucket before the luck bucket gets to empty.

Here are some common ways to scare yourself in an airplane. Before you say it could never happen to you, remember a favorite Dick Collins line: "Pilots don't crash airplanes because they want to. That's why we call them accidents."

How did that happen?

1. Run low on fuel. This one is so common that it's almost a cliché, and yet fuel is one thing we have almost total control over. The typical scenario goes like this: poor planning combines with get-home-itis until the pilot runs low on both fuel and options. Too embarrassed to admit defeat, he presses on. Most of the time, the pilot lands before the engine quits, but usually not before a lasting impression is made. Watching 40-year old fuel gauges bounce off empty is not fun.

Lesson: Be pessimistic in your fuel burn and groundspeed calculations. Better yet, know from experience exactly how much fuel per hour your airplane burns. Have a personal minimum that you will always land with one hour of fuel in the tanks. Above all, land before your situation becomes critical.

2. VFR into IMC/scud running. This story shares many of the same mistakes, including insufficient pre-flight planning and self-induced pressure to continue the flight. But whereas "low fuel" is pretty easy to define and monitor, there is no instrument in the panel that measures "low weather." Sure, there are FARs to define legal VFR, but how do you determine 5 miles vs. 3 miles when the nearest weather reporting stations are 50 miles apart? And where's the line between safe and legal? The trap that many pilots fall into (including me) is to become overly optimistic. When faced with deteriorating conditions, many a pilot has taken false comfort from the fact that "the forecast says it shouldn't be this bad." The only weather report that matters is the one you see from the cockpit, with your own two eyes. Eventually, you find yourself either dangerously low or skimming in and out of clouds – scary indeed.

Lesson: When planning a flight, trust the actual reports (METARs) more than the forecasts (TAFs), and trust the trend in the weather (getting better or worse) more than forecasts. Also, think about your decision as a series of "go a little further/stop going" decisions instead of a single, binary "go/no go" decision that might subtly force you to stay committed to a bad plan when conditions change. Finally, always have a few en route diversion airports that are rock solid. If you have to go down or slow down more than once, it's time to divert.

3. Close call in the traffic pattern. Mid-air collisions are thankfully rare, but most pilots can remember at least one close call. More often than not, these aerial encounters happen in the airport traffic pattern, when one pilot is flying a standard pattern and another decides to make up his own arrival. This is often exacerbated by poor radio calls and a lack of awareness about the big picture. Both airplanes bank to miss each other and tempers usually flare soon after.

Lesson: When in doubt, fly the standard pattern and make precise position reports ("over Bill's house" doesn't count). But don't settle for that – assume other pilots won't be so conscientious and fly defensively. Keep your outside visual scan going and don't be afraid to raise or lower a wing to double check. Always have a sense of where each airplane is in the pattern; if you're unsure where another airplane is, ask!

4. High density altitude takeoff. Especially for a flatlander, the first takeoff at an airport elevation above 5,000 ft. is a real attention-getter. Combine that elevation with a high temperature and a non-turbocharged engine and you have a recipe for a long takeoff roll and a slow climbout – or worse. I can vividly remember trying to coax a Cessna 172 into the air on a hot day in New Mexico, with the mountains off the end of the runway getting uncomfortably close with each passing second. It's hard to resist the urge to pull back even more, but resist we must.

Lesson: Don't assume your airplane can do it – run the numbers, then build in some healthy margins. What you see is what you get; you can't make the airplane fly if it doesn't want to. Consider the time of day also. Mornings are a splendid time to fly when density altitude is a concern.

COUNTRY STORE ADDS AERO COSMETICS PRODUCTS

The Country Store now carries Aero Cosmetics Wash Wax All products at a significant discount from retail. These are specially designed for aircraft, so unlike other degreasers and cleaners corrosion and etching are not a concern. They work GREAT and best of all they are made right here in San Antonio USA!

ALL You Need to Keep it Looking New!

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

Wash Wax *ALL*
All purpose cleaner/ wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
Spray On - Wipe Dry

Wash Wax *ALL* Degreaser
All purpose Degreaser/ wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry

Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry

PlexALL
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry
NEW

Waterless Wash Wax Mop - Faster, Easier, Safer. NEW
The only mop with two sides. one wet and one dry. Now you can waterless wash and wax with the *reach and leverage* of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.

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

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

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

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

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

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

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

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

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

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

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

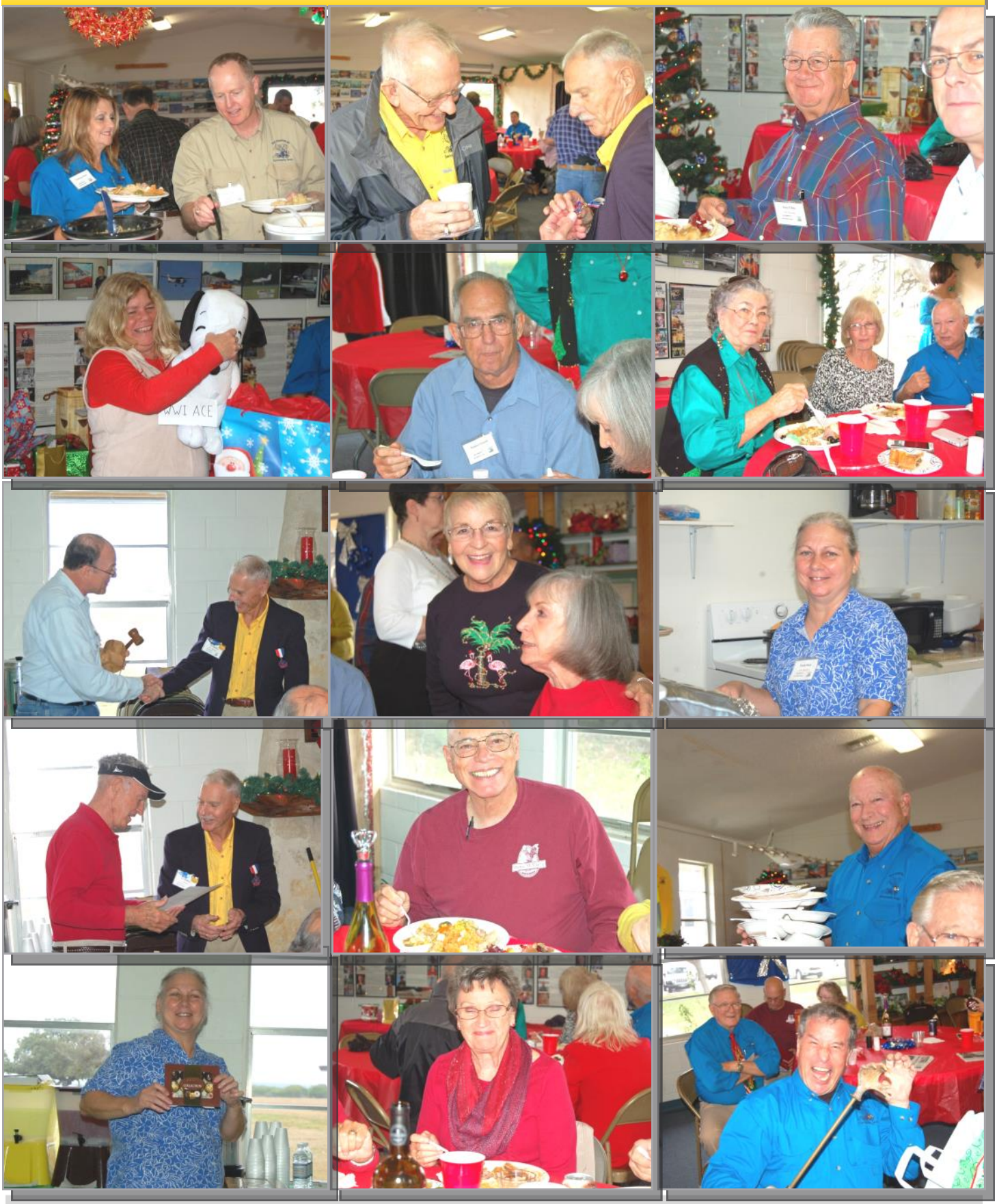
Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.

PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.

Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.

EAA 35 ANNUAL CHRISTMAS LUNCHEON AND GIFT EXCHANGE

EAA 35 ANNUAL CHRISTMAS LUNCHEON AND GIFT EXCHANGE



THE BUILDER'S CORNER

DIRTIEST BRAKES EVER

Mark Julicher

Recently I had to replace the short, flex hoses that run from the master cylinders to the aluminum brake lines in a Cessna Cardinal. It is not my favorite job. In fact, I would rather go to the dentist, but the hoses were old and one was leaking. After much contorting and knuckle busting in the cramped space I had fabricated and installed two new Aeroquip 303 hoses. I had the rudder bars and brake pedals re-installed and rigged and I was feeling pretty good about finally being done. All that was left was the easy part - bleed the brakes and do an ops check.

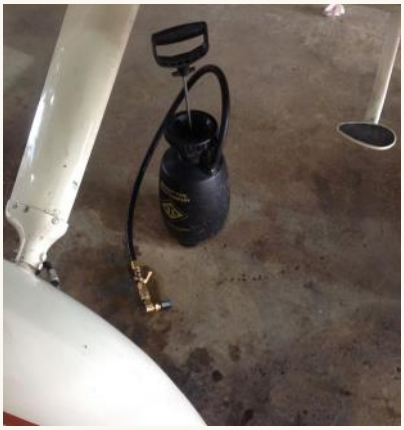


Photo 1: Pressure Pot

Most of the time I use a pressure pot to bleed brakes. It is kind of fun:

- Attach the pressure fitting to the brake bleeder nipple and unscrew it about two turns.
- Remove the fill cap on top of the master cylinder and place rag there to catch overflow.
- Pump up the pressure pot and open the valve.
- In a few moments the overflow shows a filled reservoir with virtually no air bubbles.
- Reverse process to close the brake system.

But this time it was different. I pumped the pressure pot and waited and waited and waited. Nothing happened. I put a dipstick (aka zip tie) into the master cylinder and found only a tiny bit of fluid. I pumped up more pressure. Still nothing happened.

Amazed, I removed the pressure apparatus from the brake caliper and then pumped the brake pedal. Residual fluid squirted onto the floor. Hmmm. The master cylinder made pressure and the fluid flowed from pedal to caliper. Ah Ha! Maybe there is a mite of dirt somewhere that I can flush out. I added an ounce or two of fluid to the master cylinder through the fill cap and pushed the pedal some more. That made a nice red puddle under the brake caliper. It seemed fine. There was no impediment to actuating the brake and squirting fluid out at the caliper. Ergo, the brake line is open and it should be a simple matter to back flow 5606 hydraulic fluid back to the caliper to the master cylinder. So I connected the pressure apparatus and pumped it up again. All I got was a fluid drip onto the floor and no fluid flowed into the master cylinder.

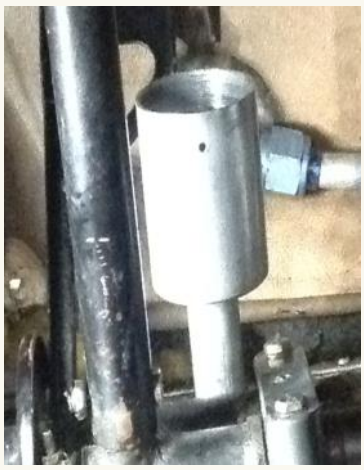


Photo 2: Cessna Master Cylinder in situ with top and insides removed.

What is that they say about repeating a process and expecting a different result? OK, I'm insane. No argument. I could not gat a drop of fluid to travel back up the brake line into the master cylinder. I mean NONE.

Time to call a consult, so I found Vic on the other side of the hangar match drilling a new seat rail. "Hey Vic! Look at this!"

After some head scratching Vic thinks the Dynaseal is stuck. After all, the fluid flows one way, and the only item that works as a check valve is the Dynaseal. Time to open the master cylinder and have a look.

Now I'm not happy. I just got all that apparatus back together and cotter pinned and cleaned up. I HATE doing a job twice. At any rate, I disconnected what needed to be disconnected and opened what needed to be opened and soon enough I had the right master cylinder opened.

My mirror was not handy, so I just stuck a finger down inside the fluid cup. Woah! I removed my index finger covered with black gooey sludge. I grabbed some paper towels and wiped down the inside of the fluid cup. The towels emerged covered with more sludge. I was shocked. I could not, no, I STILL CAN"T imagine how this amount of dirt got into a master cylinder. I don't really understand how the brake could still function.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

My next action was to disassemble and clean the brake caliper. Then it was to blow out the brake line with compressed air. I put a clean rag over the brake fluid cup and shot a good burst of air up from the caliper. A nasty dirty stain appeared on the rag. Finally I reassembled everything and was able to bleed the brake bottom-up as was my original intention. That brake now works just fine.

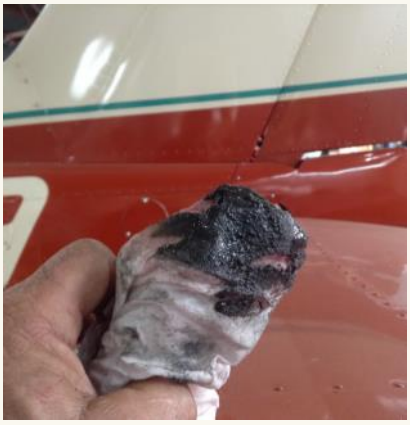


Photo 3: Dirt swabbed out of the fluid cup. The sludge was about ¾ inch deep.

Photo 3: Dirt swabbed out of the fluid cup. The sludge was about ¾ inch deep.

Carbon Monoxide Detector

I was working an annual recently when the owner of the plane told me not to open up the muffler shroud because he had just installed a new muffler. Naturally that begged a question. He related that he was receiving a flight review when his instructor felt nausea and headache and asked to end the flight right away. This pilot had the presence of mind to open a brand new chemical CO detector and the tan spot immediately turned black. Yow! A cracked exhaust header was raising havoc, but a smart pilot landed before disaster struck. So that got me to remembering that several manufacturers are now selling battery operated CO detectors.

A quick search on Amazon Prime netted a plethora of CO alarms. [I had to write that because plethora just sounds so much more authoritative than "whole bunch".]

BUT WOW you gotta have one of these! I purchased two alarms (Photo four) made by Kidde at a cost of less than $20 each.

The alarm weighs about ½ pound and is powered by three AA batteries. I installed the batteries a jumped a foot at the LOUD alarm. The unit self-tested and settled down to a comfortable – zero parts per million (ppm)- readout. I chose the model with the digital readout because it will be the only digital instrument in my Taylorcraft and we pilots just love to quantify stuff. More importantly, the digital readout can tell you how bad the situation is. A reading of zero actually means that the alarm detected 30ppm or less during the last 15 seconds.

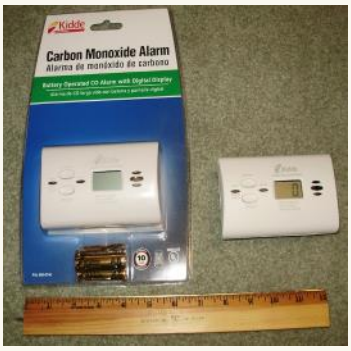


Photo 4: CO Detectors

According to the Kidde instructions, a reading below 50ppm means you should do something about it, a reading of 50 to 100ppm is cause for concern, and a reading over 100ppm requires urgent action. There is additional CO exposure information in the Kidde instruction pamphlet.

The alarm detects ONLY carbon monoxide. The detector does not last indefinitely, but its lifetime is ten years, what's more, the alarm sends a visible and audible signal telling you if detector has died. The batteries last for a year or so, and a little green LED flashes every 30 seconds to let you know all is working properly. The alarm has a self-test button, so you could check it as part of a pre-flight.

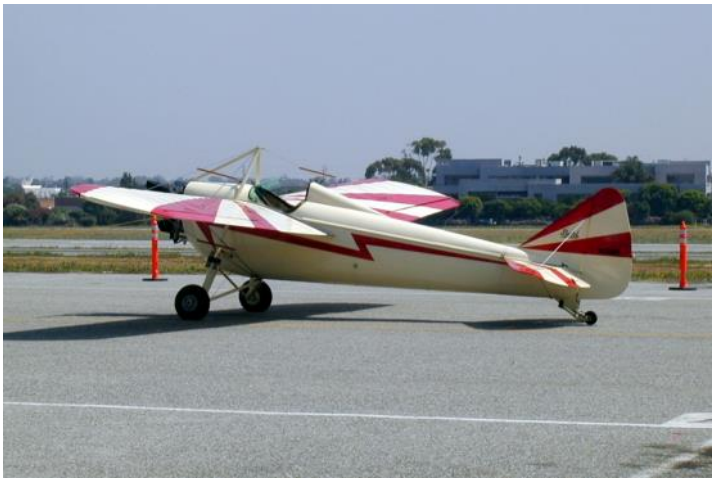
Now the limitations. The alarm should be kept between 40 and 100 degrees Fahrenheit. That means is should stay in your flight bag and not be left to cook in the cockpit. The alarm needs to be in free air to work. The alarm monitors CO as ambient air wafts through it, it is not an instant chemical detector but takes a few seconds to read the CO concentration. Obviously the alarm should not be in your flight bag whilst you are flying. The detector can be damaged by aerosols such as dust or hairspray or other fumes so keep it in clean air.

Finally, the alarm uses and emits low level RF energy and may interfere with radio communication. The instruction pamphlet states that the user can determine that RF interference is present by turning the alarm on and off and monitoring radio reception. Repositioning the alarm is effective at reducing interference. So be cautious, especially on an IFR flight, but I'm thinking for my normal day VFR flying a battery powered CO alarm will be my new companion. And as an after thought, this is really cheap protection if you are using some sort of combustion device for hangar heat this winter.

DECEMBER MYSTERY PLANE REVEALED

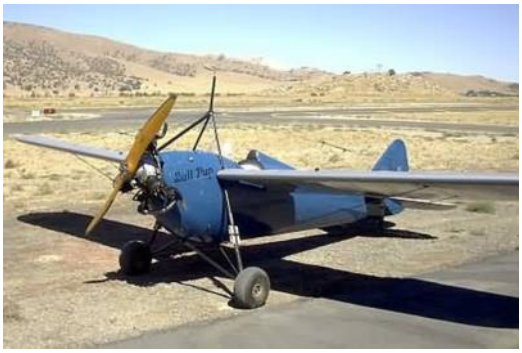
By Doug Apsey

Congratulations to Charlie Brame for correctly identifying our December mystery airplane as the Buhl LA-1 Bull Pup. The Pup was manufactured by the Buhl Aircraft Company of Detroit Michigan and was designed by Etienne Dormoy. The LA-1 was a single seat, open cockpit, mid-wing monoplane that Buhl developed hoping that the success of a basic sport plane would keep them in business through the depression years. The Pup first flew in 1930.



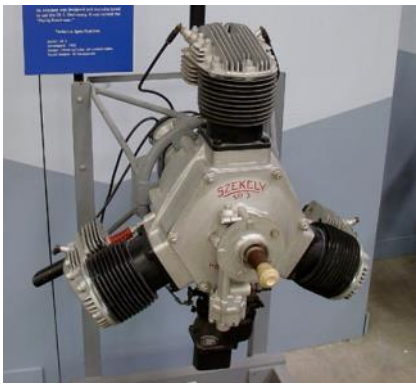
http://www.skytamer.com/Buhl_LA-1.html

The Pup's wing was wire braced wood with fabric covering. The standard LA-1 had a wingspan of 30 feet however there was a "competition" version, the LA-1A, that had a 28 ft. wingspan and a "high-altitude" version, the LA-1B, that had a 32 ft. wingspan. There was also a floatplane version called the LA-1S. The Pup had a metal monocoque fuselage that was 19 ft. in length. The LA-1 had an empty weight of 550 lbs. and a gross weight of 850 lbs. The Pup was powered by a 45 hp Szekely SR-3, air cooled 3-cylinder radial engine. Cruise was said to be 76 mph while max speed was 95 mph. Landing speed was 32 mph. The Pup's 10 gallon fuel tank gave it a range of about 245 miles.



1000aircraftphotos.com

Buhl Aircraft Company produced over 100 Pups by 1932 when it was forced to shut down due to financial problems. The remaining aircraft were sold at half their original price as the company folded.



Wikipedia

Sources for this article include:

https://en.wikipedia.org/wiki/Buhl_Bull_Pup

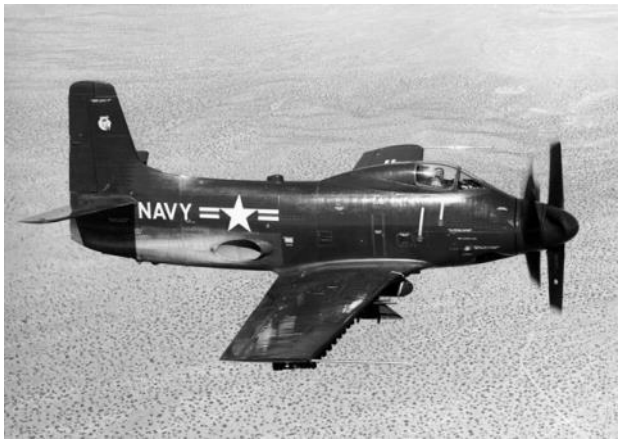
http://www.airport-data.com/articles/view/N350Y-1931-Buhl-LA-1-FLYING-BULL-PUP-Rev-2:5.html

https://en.wikipedia.org/wiki/Szekely_SR-3

http://www.skytamer.com/Buhl_LA-1.html

NAME THE PLANE

Happy New Year everyone. Here is our first Mystery Plane for 2016. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. Who designed and built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. What was the intended role for the design?
4. What year did it first fly?
5. Did it ever become operational?

Country Store

Brian Goode

SHIRT NEWS The EAA Chapter 35 Fishing shirt inventory is running low and we are about to place an order that will be delivered before Christmas. If you have someone in mind that you would like to give a fishing shirt to for Christmas, now is the time to let me know what color, size and shape shirt you would like to have. We have a couple of orders already, so please let me know your desires before the next Chapter meeting.

The new Safety Yellow golf shirts went fast. There are only a couple of these bright shirts left, so plan to get yours at the next meeting. We do not have plans to order any additional safety shirts at this time, but if there is a demand, we will.

The fishing shirts are priced at $43.00. The golf shirts are only $30.00. If you don't see a fishing shirt you like, we will take your order for your exact size and color. To place an order for a new shirt gives us a shout. – Brian Goode 727-709-1159 - or ladybgoode@msn.com.

LOG BOOK TOTE BAGS We have one (1) log book bag remaining. It would be good for storing your aircraft log books, your laptop computer, iPad or personal "stuff" when traveling.

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

Your Country Store is always on the lookout for additional merchandise that could be used to promote the Chapter and air age education events. Please send me your ideas.

Wash Wax All Products: The Country Store has recently become a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics on the San Antonio International Airport.

We will be ordering some inventory after the first of the year and if you have any special requests for products let me know so I will be sure and get it on the order. Our prices for EAA Chapter 35 members will be better than other outlets because our overhead is nothing compared to a retail outlet. We won't advertise them, but they will be posted at the monthly meetings at the Country Store table. Stop by and pick up some product. It works well on automobiles, snow mobiles, and motor homes just as well as it does on aircraft.

There is a retail price list attached to the electronic version for your review. We can beat these prices for members.

MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short Sleeves	Men's & Lady's	$43.00
Logoed Safety Yellow polo shirts	SM – XL	$30.00
Log Book Tote Bag w/Chapter 35 logo	Black	$29.00
Cloth Baseball Caps	EAA or Chapter 35	$11.00
Mesh Top Logo Baseball Caps	**Close Out**	$3.00
Chapter 35 Sew-On Logo Patches		$3.00
Chapter 35 Bumper Stickers		$1.00
Wheel Chocks – Aluminum (pink or yellow)	Two pairs = a set	$45.00
"Wash Wax All" 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

2016 EAA Chapter 35 Leadership

Officers

President:	Steve Jones	**Vice President:**	Darren Medlin
210-570-9435	*eaa35pres@gmail.com*	*719-799-6705*	*eaa35vp@gmail.com*
Secretary:	Mike Landis	**Treasurer:**	Dee Brame
210-289-7445	*mlandis7210@sbcglobal.net*	*210-493-5512*	*DeeB@satx.rr.com*

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Nelson Amen (2012-2014)		Brian Goode	
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Dave Baker (2010-2012)		Ron O'Dea	
210-410-9235	*iflyaerosport@sbcglobal.net*	*210-488-5088*	*r2av8r@gmail.com*

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Tool Crib:	Lew Mason	**EAA Hangar:**	Lew Mason
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		Lew Mason	
		210-688-9072	*lewnan@sbcglobal.net*

CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

EAA Chapter 35 2015 Calendar of Events/Meetings

JANUARY 2015	9	BOD Meeting LUNCH MEETING	10:30 am Lunch 11:30 Meeting/Program 12:30 pm – 1:30 pm
FEBRUARY	13	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	12	Fourth Annual San Geronimo Open House	EAA Chapter 35 Clubhouse Noon to ???
APRIL	9	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00 - 10:00 am 10:30 am
MAY	14	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	11	ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	9	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	13	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	8	BOD Meeting LUNCH MEETING	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	12	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	10	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

For Sale Taylorcraft BC-12D Early 1946 fully restored Taylorcraft BC-12D (A-65) for sale. Spare engine components available if interested. Contact Doc Hecker at 210-391-1072 or tcflyingdoc@yahoo.com. *(expires Feb 2016)*

T-Hangar available for immediate lease. Contact Doc Hecker at 210-391-1072 or faaexamdoc@yahoo.com. *(expires Feb 2016)*

30x40 hangar AND **T hangar for rent**. Contact Richard Gramling 210-846-5134 *(expires Mar 2016)*

40X34 ft. Hangar for Rent at San Geronimo, available 1 Jan. Utilities furnished. Call Joe @ 210-710-6063 *(expires Mar 2016)*

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***

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

Aero Vents	http://AeroVents.com
EAA	http://www.eaa.org/calendar
Fly-ins	http://www.flyins.com
Fun Places	http://funplacestofly.com

International Council of Air Shows
https://www.airshows.aero/Page/ASCalendar

2 Jan 10 am	*Pancake Brunch Fly-In Bulverde Airpark*
13 Jan 1900	*AOPA Air Safety Institute Seminar Holiday Inn San Antonio Airport*

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		$ 35.00	
25%	$ 8	$ 86.40	10%
50%	$ 15	$ 153.00	10%
100%	$ 30	$ 324.00	15%

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

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

Chapter 35 meets

Each Second Saturday of the Month

Lunch Meeting

9 Jan

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]

ORDERED BY:

Name _____

Address _____

City _____ ST _____ Zip _____ Phone # _____

Email: _____

PRODUCT	SIZE	QTY	SIZE	QTY	TOTAL
Wash Wax ALL	16 oz.* $9.95		gal. $27.95		$
Wash Wax ALL DEGREASER	16 oz.* $9.95		gal. $27.95		$
Wash Wax MOP (Mop, Pole, 2 pads, 4 oz. ea. Wash Wax All)			$99.95		$
Mop Pads (4 Pads)			4 pk. $29.95		$
Plex ALL	16 oz.* $9.95		gal. $27.95		$
Belly Wash	16 oz.*$13.95		1/2 gal.$29.95		$
SafeSolv	8 oz.* $9.95		1/2 gal.$29.95		$
Cabin Cleaner	16 oz.* $9.95		1/2 gal.$19.95		$
Rubber Care	16 oz.* $9.95		1/2 gal.$24.95		$
Leather Care	16 oz.* $9.95		1/2 gal.$24.95		$
Leather Soap	16 oz.* $9.95		1/2 gal.$19.95		$
Water Spot Remover	16 oz.* $9.95		1/2 gal.$19.95		$
Mop ALL	16 oz.* $9.95		1/2 gal.$19.95		$
Polish ALL	8 oz. $12.95		1/2 gal.$39.95		$
**Empty Spray Bottles Enter Qty, name or color:			Each $2.95		$
Wash Wax Clay			2 oz. $19.95		$
Aero Towel			4 pk $9.95		$
Aero Diaper			dz. $26.95		$
Bug & Belly Scrubber Kit (4 oz. Wash Wax ALL, 4 oz. Belly Wash, 2 Aero Scrubber Pads, 2 Aero Towels, 1 holder)			$24.95		$
Aero Scrubbers (5 pads)			$28.95		$
Travel Kit (4 oz. ea. Wash Wax All & Wash Wax All Degreaser, Aero Towel & Mini Aero Scrubber)			$9.95		$
Starter Kit (1 qt. ea. Wash Wax All & Wash Wax All Degreaser, 4 oz. Belly Wash, Aero Scrubber, 4 pk. Aero Towels)			$29.95		$
Leather/Vinyl Kit (1 pt. Leather Soap, 1 pt. Leather Care, 1 Mini Aero Scrubber, 1 pkg. 4 Aero Towels, 1 4oz. Wash Wax ALL)			$29.95		$

Save 25%!

* These products are shipped in Spray Bottles.
Empty Spray Bottles are recommended with purchase of Gallon and 1/2 Gallon Size containers.

Sub-Total	$
	$