



MILES OF SMILES

October 2017

Volume 59 Issue 10

Inside this Issue

| | |
|--------------------|----|
| Presidents Cockpit | 2 |
| Membership | 2 |
| Bulletin Board | 3 |
| News Items | 4 |
| Chapter Business | 6 |
| Country Store | 7 |
| Safety Brief | 8 |
| Scrapbook | 10 |
| Builders Corner | 12 |
| Name the Plane | 14 |
| Upcoming Events | 15 |
| Classifieds | 16 |
| Sponsors | 18 |
| Contacts | 19 |

Chapter 35 once again partnered with Women in Aviation International and a host of other agencies to provide education and flight experiences for dozens of young ladies who attended an entire

day educational event at Stinson Airport. The site is historically appropriate. Stinson is the second oldest airport in the United States, and was founded by Katherine and Marjorie Stinson, ground-breaking pioneer

women pilots, who established their flight school on that site before world war I, at a time when women pilots were rare, and women instructor pilots even rarer.

During the event, nearly 80 girls attended sessions that included Aviation Navigation taught by the Tex Hill Wing CAF, Teens Build Aircraft by Take Flight, A J-34 engine demo by Hallmark University, Inspiring Girls in Aviation by Girls Inc., Airframe structures and hands-on riveting by Rosie the Riveter (Hallmark University), Basic Aerodynamics by Pre-Flight, tours of the

control tower and aircraft static displays including a police helicopter, airport fire rescue, historic aircraft, and rescue helicopters and more.

The highlight, though, was a Young Eagles flight! Chapter 35 members coordinated flight ops using half dozen aircraft with meticulous precision. Although the morning started with low ceilings, once the clouds parted, visibility was excellent, and the

overcast reduced turbulence. The Air Traffic Controllers were, as always, superb. Each pilot flew several sorties with loaded planes, and at the end every girl rewarded the pilots with those enor-

mous "ride of my life" smiles.

Great Job and thank you to all Chapter 35 and other EAA pilots and volunteers!

(Continued on page 10)



Next Event

Oct 14

Fly-In Pancake Breakfast

0900-1200

Chapter 35 Club-house

Runway 35 is published monthly by EAA chapter 35.

Publisher:

Editor: Chuck Fisher
ea35news@gmail.com

Next Event

Fly-In Breakfast Oct 14 0900
Presentation by Air Academy Scholar — Anthony Jaramillo

Reminder: San Geronimo Young Eagles Rally Oct 28th

PRESIDENTS COCKPIT



Steve Jones
President

Thanks to David Hook for an outstanding presentation on UAS operations in the National Airspace System. David covered several interesting points about private and commercial drone operations. The bottom line, they're here to stay. David has made it his mission to inform UAS and aircraft operators how to operate safely and responsibly in our shared airspace.

The Board of Directors presented proposed changes to the EAA Chapter 35 Bylaws. You should have received a follow-up email with the changes. Additionally, these proposed changes are posted on the bulletin board at the chapter clubhouse. We'll make a motion to accept the changes at the November annual membership meeting, November 11th, 2017.

The ad-hoc Nominating Committee presented their slate of recommended chapter officer candidates for the 2018-2019 term. The slate should be available in this newsletter.

The facility team knocked it out of the park with a beef and chicken fajita meal that was simply delicious. Speaking of food, EAA Chapter 1088 hosted a burger burn at Russ Luig's Flying L Ranch (TE90). Burgers, beans, potato salad, tea and lemonade. The burgers were fine and the company was even finer. Thanks to Chapter 1088 and Russ Luigs for opening his hangar for this outstanding fly-in.

While we're on the topic of food, don't miss the Pancake Breakfast Fly-in, Saturday October 14th at the Chapter 35 Clubhouse. We'll be serving pancakes starting and 9:00 AM and we'll keep serving right up 'til Noon. That way, if weather is a factor, you can wait to push your plane out until the clouds lift. Enjoy all-you-can-eat pancakes, bottomless cups of coffee, sausage, and orange juice. Dust off your flying machine and bring it to the flight line for all to marvel. (Flying machines are cool!) We're looking forward to seeing you there!

And you'll want to be there at 10:30, when Anthony Jaramillo, Air Academy Student and world traveler will present his briefing on his experiences at Oshkosh. If there's time after questions and answers, maybe he'll tell us about his trip to China.

Be sure to stop by the Country Store and visit with Brian and June Goode. The Goode's have been hard at work developing products and merchandise to help you proudly display your EAA Chapter 35 logo and let the world know you're a vital member of one of the greatest chapters in the Experimental Aircraft Association. As soon as those coffee cups are available, I'm buying mine!

If you're like me, you really like one of the features of the Ameri-King AK-450 series Emergency Locator Transmitters (ELT) - they run on readily available and inexpensive D-cell batteries. If you have one of these, you'll want to review FAA Airworthiness Directive 2017-16-01. Seems the AK-450 and AK-451 have been experiencing higher than normal failure rates and the FAA wants to be sure yours is in working condition, or that you've replaced it with an acceptable substitute.

The Women in Aviation San Antonio, Stinson Airport, the City of San Antonio, Commemorative Air Force, Hallmark University, Pre-Flight, Take Flight, EAA Chapters 35 and 1608, and others. What do these organizations have in common? These groups met Saturday September 23rd to present a day of full immersion in aviation for over 85

young, impressionable young women attending the Girls in Aviation Day Camp. Phil and Susan Vaneau led a team of over 20 pilots and volunteers to provide a Young Eagles flight experience to over 50 aspiring aviation enthusiasts. In an interview with KABB Fox 29, young Bridget made her intentions clear. When asked if she wanted to be a pilot, she was quick to answer, "I want to be an astronaut!" At her age, I was not studying aircraft control and listening intently to how a wing produces lift. I believe Bridget will be an astronaut.

Jimmy Gist of the Texas STOL Roundup is getting ready to host their event Friday, September 29th and Saturday September 30th at Hondo Airport. He's still looking for volunteers to park airplanes. If you can help, contact Jimmy at (512) 755-2360 or by email jlgist777@gmail.com.

Dave and Marcia Mason are doing it again! Join the Masons at Reklaw for the 32nd Annual Flying M Ranch Fly-In and Campout, and 24th Annual Cub Migration Oct. 27-29th, 2017. For more information visit <http://www.reklawflyin.com/>

8T8 Young Eagles Event. We are planning an additional Young Eagles Rally at San Geronimo on Saturday, October 28th. (date change) The focus of this Rally will be on the communities near San Geronimo and on NW San Antonio. Phil Vaneau will distribute a Flyer for this event in a few weeks.

Until we meet again, fly safe and have fun doing it.



NEW MEMBERS

Please welcome:

Gerardo (Jerry) and Betty Ayala

Jerry resides in San Antonio is a teacher and builds airplanes. He has a Cessna 170, a N3 Pup, and is building a Starlite which is almost completed. You may contact Jerry at 210-663-7077

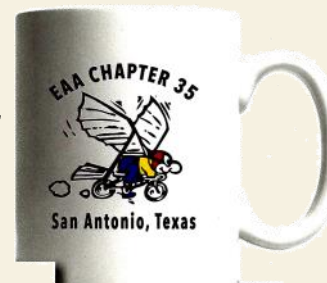
Paul and Amanda Wurster

Paul resides in Helotes, is a Pilot/Officer in the USAF stationed at Kelly and is a B-52 pilot and an Instructor in the T-38 and U-2! He currently owns a Piper PA28-180. Additionally Paul is a Commercial/ATP Pilot with CFI, CFII, Multi-Engine And Glider ratings. You may contact Paul at Paul.Wurster@gmail.com



NEW ITEM AT THE COUNTRY STORE!

Your Country Store has a new addition to its line-up. We've ordered a limited number of Large 11 Ounce White Ceramic Coffee Mugs with our Chapter 35 full color logo imprinted on both sides of the mug. There are only 70 on order, so if you would like to reserve some for Christmas gifts, please contact Brian or June and put a hold on a few.



CHAPTER BULLETIN BOARD

The menu for the October Breakfast Fly-in is Pancakes!



Save the date: **Saturday, October 14th, 9:00AM – Noon.**

We'll be manning the griddle to make pancakes for everyone who likes those sweet, heavenly fluffy flapjacks. They'll be served with sausage, orange juice and coffee. Great news: unlimited coffee and pancakes! (it's your lucky day) We'll have traditional and sugar-free syrup to meet everyone's dietary desires, and butter in squeeze bottles, because...science.

The support we had for the September meal was outstanding. I wish to thank everyone who volunteered their time and those who brought desserts and side dishes. Thank you to:

Gail Scheidt – Shopping, facility setup and those scrumptious German chocolate cupcakes

B.J. O'Dea – Fajita grill master, server and the heavenly apple cobbler

Roxane Beavers – drink station setup and server

Peggy and Chuck Fisher – More awesome borracho beans!

Chuck Fisher – Apple slices and fruit

Dee Brame – Chocolate cake

If I missed you, please forgive me. We sure had fun, didn't we?

CELEBRATING 106 YEARS IN 2017

OCTOBER 6-8





RANGER AIRFIELD'S OLD SCHOOL FLY-IN & AIRSHOW #11

FRI: Burgers 5pm, Airshow 6:30pm, Fire pit & drinks
SAT: BBQ 11am, Airshow 1-2pm, Flying, Fire pit & drinks
SUN: Breakfast, Flying & departures

° Rides to hotels ° Showers for campers ° Ident: F25
www.rangerairfield.org

32nd Annual FLYING M RANCH Fly-In & CAMPOUT & 24th Annual SOUTH CENTRAL Cub MIGRATION
REKLAW, TEXAS - October 27 - 28 - 29, 2017



DAVE & MARCIA MASON Phone: 936-369-4362
STINSONEER@AIRMAIL.NET Facebook: Flyingmrancho Reklaw
 7TA7 N31° 50.7' W94° 57.5' RWY 02-20
 3,500' TURF 310 FT. ELEV. UNICOM 122.9

Hangar Space Available

Building a Project? Assembling a kit?

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

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write them. Your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

NEWS CLIPS

YOUNG EAGLES RALLY—28 October



Fellow Chapter 35 Volunteers,

It's been a while since we had a Young Eagles Rally at our own clubhouse—So it is high time we do so!

We will have a Young Eagles Rally at San Geronimo on Saturday, 28 October. The focus of this Rally will be on the communities near San Geronimo and on NW San Antonio. We will distribute a Flyer for this event in a few weeks, but get out now and invite all those kids you know who'd love to fly!

As a friendly reminder....if not already done, Young Eagle PILOTS need to complete Youth Protection Training and submit a Background Check (<https://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>). It only takes about 20 minutes. Just sign into your EAA account, select "My Account," then "Go to Training." This needs to be accomplished about 2 weeks prior to flying a Young Eagle. Thank you all for your continued support for these events. Feel free to send me an email, pvanneau@gmail.com, or call at (210) 887-3135 with questions.



Texas STOL Roundup 29 September—Volunteers Needed

The Texas STOL Roundup is seeking volunteers to aid in parking aircraft at our event being held September 29-30 at Hondo. Optimally, ten people are desired. Golf carts will be provided in order to be expeditious as possible along with meals from the food court area for your shift.

Parking for aircraft that are camping will mainly be the Friday, Sep, 29 arrivals and transient aircraft on Saturday. Competitor parking will be handled by our Roundup group. Basically, camping aircraft will be parked on the ramp in front of the red hangars down to the FBO area. Transient parking will be from the fuel farm south. There is a parking plan drawn up and a copy is in Steve Jones possession. Signage will be in place to also help direct arrivals.

Volunteers will need to be available starting at 8 AM on Friday until

late and from 8 AM on Saturday until around the noon hour. Shift assignment will be at your discretion.

There were over 300 aircraft in attendance at last years event in Llano BEFORE we ran out of parking space very early in the day. Aircraft were simply arriving and having to depart without landing. This is one of the main reasons for moving the event to Hondo. We anticipate 400+ total arrivals based on surveys and feedback from advertising.

Contact Jimmy Gist, 512-755-2360, jlgist777@gmail.com and thanks in advance for your consideration.



FAA Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

www.gpoaccess.gov/fr/advanced.html

This AD applies to **Ameri-King Corporation Model AK-450-() and AK-451-() series emergency locator transmitters (ELTs)**. Within 12 months after the effective date of this AD, do general visual inspections of the ELT for discrepancies; checks, tests, and verifications, as applicable, to ensure the ELT is functioning; and all applicable corrective actions; in accordance with section 3.4, "Periodic Maintenance," of Ameri-King Corporation Document IM-450, "INSTALLATION & OPERATION MANUAL," Revision A, dated October 18, 1995; or section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014

Editor's Note: This AD does NOT require replacement of the units unless they are not functional. The mandated ELT check should be done at the annual anyway IMO.



NEWS FROM MEMBERS

REKLAW Fly-In

Dave Baker

We made our hotel reservations for REKLAW (Texas) this year (Oct. 27th - 29th). As I looked over the website <http://www.reklawflyin.com/> I realized that those of us who have experienced this event (some for more than 30 years) probably have never understood the dedication that Dave and Marcia Mason have devoted to this fly-in for OUR benefit. This event started as a Piper J-3 fly-in many years ago and over the years has expanded into the LARGEST general aviation fly-in in our proud state. Every year hundreds of aircraft of every shape & size manage to find this airport stuck in the Piney Woods of east Texas just a little east of Rusk. This is not a "formal" event with FAA ATC, not even a Unicom (although a frequency is posted on the website for one to monitor and broadcast their intentions for arriving and departing).



Dave and Marcia Mason

This fly-in is for aviation minded people and not open to the general public. Over the years Dave & Marcia have carried a huge amount of the debt that it takes to put this event on. They have built showers, a fire pit near the showers for people to gather around, a large hangar to have the food served in, chairs, tables, cooking appliances, chairs, etc., etc. and the list goes on. A few years ago it was suggested that they start asking for a small donation of \$ 5.00 per person but MANY of the people who flew in on never donated so again the financial burden fell back on Dave & Marcia. About three years ago it was decided

to start having an admittance fee for every adult attending and this fee was set at \$ 10.00. This has not even off-set the cost of putting on this event so a gentleman by the name of Victor Molitor of Spring, TX has set up a Go Fund me page to help keep this fly-in going at <https://www.gofundme.com/32nd-annual-reklaw-flyin-2017>. If you love aviation, a grass root type fly-in, good food, visiting with friends and just watching a lot of airplanes of every type imaginable, then click on the Go Fund me link and make a donation of your choice to help Dave & Marcia keep this going. Thanks and Happy, Safe Flying,

Ps. You can camp on the field, they have a limited number of RV hookups and there are a few hotels all within 15-20 miles of the airport.



Flying the Piet

Oscar Zuniga

Here's an air-to-air shot of me in the Piet. I departed the Independence airpark after spending a couple of hours at the EAA 292 fly-in, and right behind me was my friend Paul Martin in his Tri-Pacer. I leveled off at my cruising altitude of about 2500' over the Willamette Valley and Paul formed his Tripe up with my Piet after adjusting his speed to suit. Since my cruise speed of 65-70 MPH is not much faster than his stall speed of about 52-55, it took a little trimming and tweaking but he's done it many times before and is good at it.



I covered the 173 SM in about 3:45 going up (headwind) and in about 2:45 coming back (tailwind!!!) with a fuel stop each way, averaging less than 4 gal/hr of 100LL. No problems, no squawks, but boy was I cold up there in the 50-degree air in that open cockpit. Great fun! Paul and his daughter Serena camped on the field and stayed to watch the

eclipse yesterday before heading back to Ashland, which is quite close to Medford where I live.

CHAPTER BUSINESS

Chapter Bylaws Revisions:

The Board of Directors submits the following bylaws changes and amendments for member approval. These correct typographical errors and add provisions for official votes and notifications using electronic media in addition to or in lieu of print media. Only the corrected sections are printed below:

Proposed amendments to: Bylaws of EAA Chapter 35, Inc.

11th November

2017~~2~~

Bylaws of EAA Chapter 35, Inc.

Section E. Meeting of Members.

An annual meeting of the membership shall be held in the month of November in each year, at a place within the State of Texas at a time designated by the President. Special meetings of the membership may be called by the President, by the Board of Directors or by any 10 members; notice of any such meeting shall be posted electronically on the chapter web presence. Additionally, notice shall be sent via announcement in the chapter newsletter, via email for members receiving such, or sent by first class mail to ~~all the~~ members not otherwise receiving notice, which written Such notice shall set forth the place, date, time and purpose of the meeting. At any membership meeting, a quorum shall consist of the presence (in person or by proxy) of 25 percent or more of the voting members in good standing and (except as provided in Article 8 below), the affirmative vote of a majority of the members present or represented by proxy shall be necessary for any action, resolution or election. Annual or special

Section A. Principal Officers.

(i) The Principal Officers of the Chapter shall be a President, Vice-President, Secretary and Treasurer. The offices of Secretary and Treasurer may be held by one person. In addition, there may be such subordinate officers as may be determined from time to time by the ~~Board~~ Board of Directors. Only persons who are voting members of the Chapter in good standing shall be eligible to be Principal Officers or subordinate officers of the Chapter. Failure to

B. Meetings

A regular Annual Meeting of the Board of Directors shall be held during the month of June or July of each year, at a time and place within the State of Texas selected by the President. Special meetings of the Board of directors may be called by the President or by direction of no less than three (3) Directors. Notice of a special meeting shall be in writing and shall state the time, the place and the purpose of the meeting; such notice shall be emailed or personally delivered to each Director at least 48 hours prior to the time and date of the meeting. A quorum shall require that presence of a majority of the Directors then serving in office and the affirmative vote of a majority of the Directors present shall be sufficient for any action, resolution or election. Each Director shall have one vote at every annual or special meeting; voting shall be in person or via real-time electronic participation (by any means and technology as the Board of Directors may determine [e.g. telephone, video teleconferencing]) and no proxies or mail ballots shall be permitted, but any action required to be taken by the Board of Directors may instead be taken by unanimous written consent of all the Directors then serving in office.

C. Electronic Meetings

~~Notice of a~~ Special Meeting of the Board of Directors may be called and conducted electronically (by any means and technology as the board of Directors

~~may determine) by email or by telephone~~) by the President or by direction of no less than three (3) Directors. Notice of a Special Meeting shall be delivered in writing (electronically by email), and state the purpose of the meeting; such notice shall be delivered to the Board of Directors ~~and each Chairperson~~. A quorum shall require the presence of a majority of the Directors then serving in office. Their electronic meeting presence requires, and is to be documented by, a response ~~email~~ to the Requestor(s) and to the Secretary. A response that is visible to all members of the Board of Directors, and the Secretary may be deemed a response to the Secretary. Except for the requirement to participate in real-time, voting requirements for an Electronic Meeting are identical ~~for to~~ those of a Meeting as outlined above (B. Meetings.) with two additional requirements. For a vote to be valid as affirmative or negative, it must ~~be:~~

1. ~~Be d~~ Documented by a ~~n~~ email response from a Director and to the Secretary.
2. Contain a sufficient number of votes to be a majority count of the ~~then serving~~ Directors representing a quorum.

ARTICLE 7. Elections

A nominating committee consisting of five (5) Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting. The Committee shall select at least one candidate for each Principle Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting. This slate shall be presented to the members by one or more of the following methods:

- ~~Presented at a monthly meeting or special-called meeting-~~
- ~~Sent via either by email or mail, or~~
- ~~by including a such slate~~ in a publication emailed or mailed to the members. (e.g. monthly newsletter)
- Posted to the chapter web presence

ARTICLE 8. Amendments

These ~~Bylaws~~ Bylaws may be amended or restated by a majority vote of the members present in person or by proxy at the annual member meeting or at any special meeting called for that purpose, provided that the required vote shall be 85 percent with respect to any amendment deletion or other change to Articles 1, 2(h), 4A(i), 4C(i) and 8 hereof.

Approved by the chapter membership this 11th day of November 2017~~2~~.

EAA Chapter 35 will elect officers for 2018 -2020 at the NOVEMBER meeting.

The Nominating Committee offers the Following Slate of Officers for the 2018-2020 Term of Office. All have agreed to serve as nominated.

- President: Steve Jones (Re-election)
- Vice President: Darren Medlin (Re-Election)
- Secretary: Mike Landis (Re-Election)
- Treasurer: Dee Brame (Re-Election)

If you wish to nominate someone else for office you may do so from the floor at the NOVEMBER meeting. You must ask that person and they must agree to run. If there are nominations from the floor then we must vote on the candidates for each office separately.

Ron O'Dea
Chairman

BRIAN GOODE

NEW ITEM AVAILABLE SOON

A large 11 Ounce White Ceramic Coffee Mug with our Chapter 35 full color logo imprinted on both sides of the mug will be joining the Country Store this month. Final pricing is not yet available, due to uncertain shipping costs after Hurricanes Harvey and Irma, but it should be in the \$8.00 range. There are only 70 on order, so if you would like to reserve some for Christmas gifts, please contact Brian or June and put a hold on a few.



THE KOOZIES ARE STILL WAITING TO BE PURCHASED

The special order that everybody talked about, the EAA Chapter 35 Koozies are in stock at the Country Store. The Chapter 35 logo is imprinted in color on both sides of the Koozie. They are only a mere 5 Dollars each. They will fit around most standard beverage size cans and bottles as well as fit into the beverage cup holders in your aircraft, golf cart, automobiles and trucks and boats. You can even fold one up and carry it in your pocket or keep one in your RON kit.



60th ANNIVERSARY DECALS

We have plenty of our special 60th Anniversary logo decals available in the Country Store. They are only ONE Dollar. They are 3 inches in diameter. They can be applied anywhere, like aircraft, boats, cars and trucks or your refrigerator door.



SHIRT NEWS

We have three older Fishing Shirts in inventory which will be given special pricing consideration. We will give more than a 10%

Sales Allowance on these shirts that have been hanging in the same place at many meetings. All of these shirts were ordered by members who did not like the fit when the shirt came in and purchased a different shirt that fit. Come try one on. You might like it.

SPECIAL PRICING ON THESE THREE FISHING SHIRTS:
 Men's - Light Blue - Long Sleeve - Medium
 Lady's - Tan - Short Sleeve - Large
 Lady's - Yellow - Short Sleeve - Extra Large

We have a just placed another order for some new Fishing Shirts and Polo Shirts that will be here at the next meeting. Special orders don't bother us and we will be glad to place an order for the exact size and color you want, at no additional cost. Sizes from Small to XL, or as many X's as you might need.



The Country Store sells **Wash Wax All aircraft care products** at specially reduced prices for Chapter members. We purchase directly from the manufacturer so we can pass on the savings to our members. All of their products do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

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

MORE NEW MERCHANDISE NEWS

We are getting quotes on some new merchandise with the Chapter 35 logo, like duffle bags and large metal beverage containers. Stop by and see what's new.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

| | | |
|--|-------------------|---------|
| "Fishing Shirts" Short or long sleeves | Men's & Lady's | \$39.00 |
| Special orders are the same price | | |
| Logoed Safety Yellow polo shirts | SM - XL | \$30.00 |
| Cloth Baseball Caps | EAA or Chapter 35 | \$10.00 |
| 60th Anniversary Decals | | \$1.00 |
| Beverage KOOZIES! | | \$5.00 |
| Chapter 35 Sew-On Logo Patches | | \$3.00 |
| Chapter 35 Bumper Stickers | | \$1.00 |
| Wheel Chocks - Aluminum (pink or yellow) | Two pairs = a set | \$45.00 |
| "Wash Wax All" Products | Great savings! | |

All prices include 6.75% sales tax

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

SAFETY NOTES & NOTAMS

HYPOXIA



Ron O'Dea
Safety Officer

An area that's not spoken about too often is Hypoxia. The attached article from the AOPA Air Safety Institute does a great job explaining what this is, how it occurs, how to detect it, and what to do. The most important take a way (for me) is that it can occur at any altitude. It is important that the pilot find out what their personal tolerance is. This is also explained in this article.

Remember, "Keep Your Brain In The Game", and be safe out there!



http://i.dailymail.co.uk/i/pix/2015/03/26/video-undefined-2702EC670000578-179_636x358.jpg

Two tragic accidents that occurred within a week of each other, one Aug. 30 and the other Sept. 5, involved pilot incapacitation at high altitudes. While it's impossible to say for certain that hypoxia was the primary cause, the flight profiles and reports from the military pilots who intercepted the aircraft point toward this as a possibility. As a quick reminder, here are some of the typical symptoms of hypoxia:

- Cyanosis (blue fingernails and lips)
- Headache
- Hot flashes or a feeling of warmth
- Decreased cognitive abilities
- Impaired judgment
- Euphoria
- Visual impairment, reduced visual acuity
- Tunnel vision
- Drowsiness
- Lightheadedness or dizzy sensation
- Tingling in fingers and toes
- Numbness

Even though these are the most common symptoms of hypoxia, each pilot's physiological responses are unique. With the insidious nature of hypoxia and the resulting loss of cognitive abilities, it quickly be-

comes difficult to recognize the symptoms in time to take prompt action and mitigate the risks of becoming incapacitated while flying.

The good news is that general aviation pilots have a powerful, low-cost tool available to them to help avoid succumbing to the effects of hypoxia. A pulse oximeter is the best defense against hypoxia and can be purchased from a variety of aviation vendors or any drug store.

When flying an unpressurized aircraft pilots should check their oxygen saturation levels regularly (about every 10 to 15 minutes). In a pressurized aircraft, the first step

should be using supplemental oxygen if hypoxia or cabin pressurization problems are suspected. Once on supplemental oxygen, pilots can use a pulse oximeter to monitor their oxygen saturation levels. In either case, cabin pressurization problems and hypoxia are serious emergencies. Communicating this to ATC and the use of supplemental oxygen, if available, are imperative.

It is also important to remember that each pilot's ability to maintain adequate oxygen levels will be slightly different based on a variety of health and lifestyle factors. In general, if the pulse oximeter shows 90 percent or above blood oxygen saturation, the pilot's brain should be receiving enough oxygen to function normally. Below 90 percent, mental function begins to deteriorate, and the pilot should use supplemental oxygen or descend to a lower altitude until oxygen saturation levels increase back to normal. Bottom line: If you fly regularly above 10,000 feet msl, a pulse oximeter should be part of your pilot equipment, and you should check your oxygen saturation levels regularly during the flight.

Editors Note: The FAA offers FREE courses including hypoxia training, survival, etc. If you are interested in taking a one-day aviation physiological training course with altitude chamber and vertigo demonstrations or a one-day survival course, learn about how to sign up for these courses that are offered at 14 locations across the U.S. by visiting this FAA Web site: www.faa.gov/pilots/training/airman_education/aerospace_physiology/index.cfm



UNMANNED AERIAL SYSTEMS—CIVIL DRONES AND SHARING THE AIRSPACE



The September Meeting Featured David Hook who spoke about Unmanned Aerial Systems, but hobbyist and Professional. He clarified that professional drones operate under a different rule set than hobbyists who fall under a “community standard”. This is an excerpt from an Article by Councilman Mike Gallagher that explains hobbyist use well.

“The FAA regulates all U.S. airspace, and it actively works with local law enforcement officers to ensure that its rules are followed. Some drones come with information on how to register with the FAA and basic flight rules, but it is the responsibility of all operators to follow FAA requirements and register their crafts. Failure to do so could yield warnings or fines levied by the FAA.

Once you have registered your drone, read over both the FAA guidelines on where you can fly and the information on best practices. The Academy of Model Aeronautics has put together a guide to inform novice operators on where to begin. You can find this information and more at www.knowbeforeyoufly.org.

Most drone operators look for wide open spaces to fly their craft. Before you do, map out local airports, including private fields.

The FAA has set a 5-mile radius around all airports as requiring prior authorization before you fly. In San Antonio, there are approximately 12 large parks inside the radius of the San Antonio airport and an additional 15 parks inside the 5-mile radius of Stinson Airport.

Incoming and outgoing flights drop within a drone’s altitude range. In the case of McAllister Park, runway traffic occurs directly over parkland, putting pilots and passengers at risk of being struck by a stray drone. This is why it is critical that if you want to fly in these areas, you request authorization first.

Other basic guidelines include always flying your drone under 400 feet and in calm weather, and avoiding public infrastructure, such as power stations, government facilities or roadways. Here in San Antonio, there are several historic sites that could be damaged by a falling drone, so it’s imperative that you have permission and fly responsibly in these areas.

There are a few “no drone” zones here in San Antonio. The National Park Service, which oversees our World Heritage Sites, developed an interim policy banning the launching, landing and operating of drones and other manned aircraft at our missions. We are also Military City, U.S.A., and I can tell you firsthand it would not be wise to fly a drone near a military base.

If your drone has a camera attached, you should be aware of privacy laws, and who and what you can photograph with your drone. A general rule of thumb is if there is an expectation of privacy, you should not fly in that area without permission. This includes private property such as neighborhoods, businesses and country clubs.”

YOUNG EAGLES—SEPTEMBER 2017—SEE MORE AT <https://www.facebook.com/ea35/> (CONT ON PAGE 21)



SEPTEMBER MEETING- SEE MORE AT <https://www.facebook.com/ea35/>



THE BUILDER'S CORNER

Flying Procedures from Yesteryear

Mark Julicher

From time to time it is fun to pick up an old handbook and read about how some of the antiques were flown. Many (most?) of the systems used in the early days of aviation have given way to modernization and reduction of the pilot's work load; however, certain techniques and procedures have come down to the present. Sometimes the old procedures are still good. Sometimes the old lore is merely tribal knowledge without any application to here and now.

Then again, some of us are still flying ancient equipment, so for those that still fly them or those that are just curious, here are

some excerpts from the L-2 "Grasshopper" pilot's manual.

But first a disclaimer; in 1944 this was restricted information! Accordingly I reprint here the warning in the front



Photo 1: L-2 M Photo credit Texas Air Museum

of the manual:

The information contained in restricted documents and essential characteristics of restricted material may be given to any person known to be in the service of the United States and to persons of undoubted loyalty and discretion who are cooperating in Government work, but will not be communicated to the public or to the press except by authorized military public relations agencies."

So given that all members of Chapter 35 are known to be loyal, but of dubious discretion I ask you to please keep this as our secret.

The Continental O-170-3 engine powered the L-2 series aircraft. Today we would call that an A-65. Gobs and gobs of Conti-



Photo 2: Side view of L-2M in hurricane damaged hangar. Photo Credit Kenneth Diaz

mental 65s were produced, and today lots of them are still flying.

The first thing you need to know is that the engine was designed for 73-octane gasoline, or 80-octane if 73 was not available. If you did happen to use 100-octane, afterwards you were supposed to run the engine with 73 or 80-octane to "assure smooth firing on the lower octane fuel." The last time I bought 80 octane avgas was in 1987 in Elkins, West Virginia; and it was a novelty to find it then!

As a historical note, 100-octane was available for high performance engines in 1940, but at that time 77-octane was premium gasoline, 70-octane was regular, and 50-octane was available as a sub-regular grade. Imagine that.

The L-2 had exactly six instruments. The same six as are required for VFR operation today: Oil Temperature, Oil Pressure, Airspeed Indicator, Altimeter, Tachometer, and Compass. I suppose the well-equipped aviator would have a Texaco map

and fly low enough to read town names on water towers.

The gross weight included two 170-pound people each equipped with a 20-pound parachute. I shall not say when I last saw 170 on my bathroom



Photo 3: Turtle Deck of L-2 had good visibility. Photo Credit Kenneth Diaz

scale but I think I'm still carrying a seat pack parachute. Enough of that. The manual admonishes NEVER exceed the all up weight... still good advice.

Under the heading, **Flying Status of the Aircraft**, the first thing it says is, "Consult Form 1." That is confusing. I know what Air Force Form 1 happens to be... it was kept on a little roll in the small room down the hall. I suppose that Army Air Corps Form 1 was something different.

Under the heading, "**On Entering the Pilot's Compartment**,"

(Continued on page 13)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

the first thing to do is, "check the quantity of fuel and oil tanks." Now that was a bad idea then and still a bad idea now. Fuel and oil quantity should have been checked on preflight right? How times change! In that day, the mechanic was supposed to have all that preflight stuff taken care of. Oh, and if you use the term "Pilot's Compartment" these days people will look at you funny.

The engine start procedure warns that over priming dilutes and washes away lubricating oils from the cylinder walls. That is still good advice, but how much priming is needed is still relies on pilot experience and judgment.

Here is a good excerpt:

"Now if the carburetor is flooded by over priming or if the float and needle should happen to stick, gasoline may collect in the air scoop and a certain amount may drop to the ground. Under these circumstances, a backfire may ignite a fire. If a fire occurs in the carburetor after the engine has started, OPEN THE THROTTLE IMMEDIATELY. This causes the fire to be sucked into the engine where it can do no harm. Never cut the switch."

This is still good advice, but it begs some questions. The L-2 is started by hand propping so the pilot's first indication of a carb fire would be the crew chief running toward a fire extinguisher. And what about that gasoline that may have spilled on the ground? I can imagine several scenarios here and not many turn out well. The idea is to think about what could happen and don't be complacent during an engine start.

The next item regarding engine start is the warm up. The L-2 manual says ... "look for 25 psi oil pressure within 30 seconds after 'the engine has begun firing' or shut off the ignition switch." AND "the throttle shall not be opened wide until the oil has warmed to minimum 98 Fahrenheit."

That is all good advice, although waiting 30 seconds is an eternity for getting oil pressure. I prefer looking for an indication of oil pressure within 10 seconds, after that if you wish to keep watching until the oil pressure reaches 25 psi that is all well and good.

The next few items in the manual are pretty much standard stuff for taxi and takeoff except it is amusing that it was spelled 'taxying' at that time. Also, an "Emergency Takeoff" could be performed as soon as the engine could accept full throttle without missing.

The cruise portion of the manual has some of the usual advice about leaning only above 5000 feet and listening/watching for a slight drop

in RPM then enriching back to smoother operation. That still works today, but with more and more planes equipped with EGT the old way of leaning is becoming akin to alchemy.

Instructions on use of carb heat specifically state "put it full hot or full cold." No in between! That is still good information. Do you remember that partial carb heat might only allow moisture to freeze deeper in the venturii? If you need carb heat use it all!

Prohibited maneuvers are most illuminating. In the L-2 thou shalt not do an outside loop, an inverted spin, or a tail slide. And by the way, if you perform a snap roll be sure to begin at or below 70 mph. Holy Moly! Those are violent maneuvers for a box-kite like an L-2. Now these are 75-year-old planes with potential rust and cracks and fatigue. Just saying...

"When approaching the landing field from any altitude the engine rpm should not be reduced to less than 800 to 1000 rpm. The throttle should be left slightly open and the engine should be cleared at frequent intervals. This will prevent the engine from cooling too rapidly and will also keep it clear and ready for instant use should full throttle be needed." Still good advice today!

"Stopping the Engine. Allow the engine to idle for a very brief period, turn the ignition switch off and open the throttle. When stopping the engine in this manner, the danger of after firing on automatic ignition is eliminated. The reason for this method is to cool the spark plugs, valves, and particles of carbon below the point of incandescence." Recall there is no idle cut-off on the mixture control for certain old carburetors. Occasionally you see someone use the wide-open throttle technique at shut down, and now you know why.

"Fire In The Air. There are three sources of fire while the airplane is in flight: trouble of some sort in the engine compartment, a short in the electrical system, and careless smoking. Smoking should never be done in the airplane." Good advice in a fabric and dope airplane.

Ponder the bail out procedure. The handbook says to shut off the ignition, shutoff the fuel and the master switch, trim nose heavy and pull up into a climb. Just before the stall the occupants are to dive out of the plane, rear occupant first. I find that all very interesting but you don't really get to practice that one.

I'll conclude by mentioning that there are three pages in the L-2 manual devoted to operating the single radio. If you are a radio amateur it is fascinating. If not, be thankful that radio technology has come so far.



SEPTEMBER MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to Charlie Brame and Ira Wagner for correctly identifying our September mystery aircraft as the Taylorcraft TG-6 training glider manufactured by Taylorcraft Aviation. You may have noticed that I did not refer to it as an airplane. Ira taught me something the last time I had a glider as our mystery aircraft - a glider is technically not an airplane. The definition of airplane suggests that it is a powered aircraft so does not apply to an unpowered glider. Never too old to learn something new!!

After seeing the success of Germany's military glider operations in the early days of WWII, the US Army realized that they too could benefit from such a program and began looking for ways to quickly



TG-6 Aviastar.org

train a large number of pilots needed for these large gliders. Initially, they trained the pilots in civilian gliders but found the flight characteristics of these high performance aircraft was very different from the flight characteristics of the cargo gliders these pilots would eventually be flying. The typical sport glider of that era had a glide ratio of between 20:1 and 30:1 while the combat gliders being developed had a glide ratio of somewhere around 8:1. The Army then began training the pilots by having them do dead-stick landings in light aircraft such as the Taylorcraft L-2, Aeronca L-3 and Piper L-4 which provided somewhat closer flight characteristics to the military cargo gliders but used up precious resources of light liaison aircraft needed for other military and training duties. So, in early 1942, the Army turned to the manufacturers of these light aircraft to see if they could provide a better solution. The answer was to simply modify the existing production aircraft into training gliders. Several companies produced prototypes in less than two weeks and after evaluation of

each, the Army selected the Aeronca TG-5, Taylorcraft TG-6 and the Piper TG-8, ordering about 250 of each model. All three had glide ratios and flight characteristics much more like the Waco CG-4's that these pilots would go on to fly. By the end of WWII over 6,000 glider pilots had been trained, many in one of these aircraft.

The Taylorcraft TG-6 first flew in June of 1942 and was basically an L-2 (DCO-65) with the engine removed and a third tandem seat added where the firewall/engine/propeller once was. The third seat allowed a single instructor to train two students at a time. The instructor sat in the back seat while the rookie student sat in the middle seat and the more experienced student sat in the front.

The wingspan of the TG-6 was the same as the L-2 at 35 feet, 5

inches but spoilers were added to the TG-6 wings to minimize the "float" that Taylorcrafts are famous for. The fuselage was slightly longer to accommodate the three tandem seats. Empty weight was 615 pounds and gross weight was 1260 lbs. Landing speed was 42 mph compared to the L-2's 45 mph. The TG-6 had a larger tail than the L-2 and since prop clearance was no longer an issue, the landing gear could be significantly shortened.

At the end of the war, the TG-6's that survived were sold as surplus. These were not the high performance aircraft that a typical glider pilot would want so the market for them was limited. However, since the TG-6 was basically the same airframe as the powered version, many were converted back to L-2's. The same was true of the TG-5 and TG-8. Today possibly only two TG-6's still exist, one at the Pima Air and Space Museum in Tucson, AZ and the other at the Western Antique Airplane and Automotive Museum in Hood River, OR. Ironically, the same day I started working on this article, a free issue of Warbird Digest showed up in my mailbox and it has a story about the TG-6 and TG-8 and the restoration of these two extremely rare aircraft.

For a video of the WAAAM's TG-6 in flight, check out the following YouTube link: <https://www.youtube.com/watch?v=AP3JNqvfvVo>

Sources for this article include:

The November issue of Warbird Digest (#73)

Waaamuseum.org and Pimaair.org

Fiddlersgreen.net

"Box Seat Over Hell" by Hardy D. Cannon



TG-6 Front Seat



TG-5

NAME THE PLANE





Here is your mystery aircraft for September. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery aircraft?



1. Who designed and built it?
2. What is its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. What was its primary mission?
5. How many were produced?



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| | | | |
|--|----|--|---|
|  | 14 | FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting | EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am |
|  | 28 | Young Eagles Rally | San Geronimo Airpark Pilots, Ground Personnel, Photographer, etc. needed. <i>Tentative</i> Start time 0900, volunteers plan to be in place by 0800 |
|  | 11 | 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 |
|  | 9 | CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you! | EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm |

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

- Aero Vents** <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
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Fun Places <http://funplacestofly.com>
Social Flight <http://socialflight.com>
Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Sep 29 **4th Annual Texas STOL Roundup -**
Hondo TX (KHDO)
<http://www.texasstolroundup.org>

Oct 7 **Ranger Old School Fly-In & Airshow**
Ranger TX Info: (254) 433-1267

EAA Chapter 59 Pancake First Sat Fly-In
7:30 AM - 10:00 AM, McGregor, Texas

Oct 14 **EAA Chapter 35 Fly-In**
San Geronimo Airpark (8T8)

FALL WINGS & WHEELS
Zuehl Field (1TE4)

Lampasas Young Eagles rally
Lampasas TX (KLZZ)

Oct 21 **Hallettsville Fall Fly-In**
34R-Hallettsville Muni www.wherelddogsfly.org

Oct 21-22 **Wings over Houston Airshow**
Ellington Airport (EFD)
www.wingsoverhouston.com

Oct 27-29 **32nd. Annual Flying M Ranch Fly-In Campout, & 24th Annual Cub Migration**
Reklaw TX info: <http://www.reklawflyin.com/>

Oct 28 **Chapter 35 Young Eagles**
San Geronimo Airpark (8T8)

Elm Creek Fly-In
Seguin, Texas (oTX6)

Nov 4-5 **JB San Antonio Air Show**
Randolph AFB

Nov 3-5 **Critters Lodge Fly-In/Campout**
TE01-Dillard Ranch (Private)
Centerville, TX
www.critterslodge.org/

Nov 4 **EAA Chapter 59 Pancake/Fly-In**
7:30 AM - 10:00 AM, McGregor TX

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and can use rough cut. I am also interested in any pointers that I can get from any builders. This will be my first build. If you have any that you don't have a use for, or know of somewhere close that sells spruce, please call or text Bryan Nelson at 214-695-1478, or email at ozzietx@gmail.com (Expires Oct 2017)

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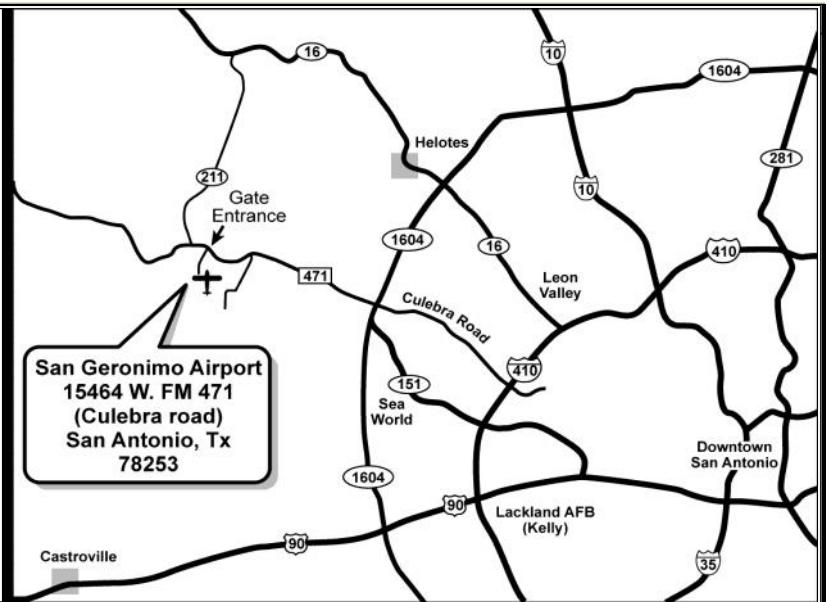
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*Chapter 35 meets
Each Second Saturday of the Month
Oct 14
Fly-In Pancake Breakfast
0900-1200
Chapter 35 Clubhouse*



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.

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