



**February 2020**

Volume 66 Issue 2

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**Next Event**

**Februray**  
8th,  
11:30 am

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
 Publisher: Chuck Fisher  
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## Non-Pilots go to Air Venture

By Peggy Fisher;

The Christmas decorations are down and put away. Holidays full of fun and family are a memory. It is now time to think ahead a little less of six months. It will be hot and steamy here. Your flying spouse will start making innuendoes about this aviation gathering up north that officially runs from Monday July 20, 2020 to Sunday July 26,

2020. All connected with aviation know about what I am writing. It is Airventure OshKosh whatever you term it, it is a fantastic week for aviators and those connected with aviation and maybe not only flyers, but nonflying spouses.

Your flying spouse tells you there is stuff for you to do and guess what she/he is correct. Most planes if they are flown there don't move again until time to leave. This can be after a couple of days or the whole week of festivities. I look forward to this week every year. Each year when we leave I start looking forward to the next year and I am the non-flyer of the couple. Whether you fly your own plane, fly commercial or drive it is truly a magical week.



The first year I went I took all these books to read including the assigned reading for my job. Did not crack the assigned reading at all. I read my fun books since I do like to read before bed and first thing in the morning but what I thought would be a free week for me ended up being jam packed. Every year since then is jam packed. While there are many of the same events each year, each year is different. I always leave feeling

like I have seen a fraction of what is available.

Even when there is not an air show, which occurs every day from around 2:00 until about 6:00 plus night airshows Wednesday and Saturday nights, there is flying going on. Sometimes you get to see impromptu fly overs and mini shows as the Navy Blue Angels and the Air Force cross the country on their way to air shows. You get to see fighters, 172s, float planes, warbirds and home builds. Last year we were privileged to see Big Toot and Little Toot, not only on their way to the air show but also perform in the air show.

Besides the air shows there are many other events. There are many different types of flying seminars and

*(Continued on page 4)*

### Speaker

Jeff Burns, Airworthiness FAASTeam Program Manager (FPM) out of the San Antonio FSDO. He has been an aviation safety inspector (ASI) for 5+ years, as principal maintenance inspector (PMI) and for the past 5 months an FPM.

Jeff has maintained everything from a J-3 cub to Learjets to Bombardier Challenger 604.

Owner Maintenance, AD applicability to experimental aircraft (or not), and complacency



Federal Aviation Administration

## PRESIDENTS COCKPIT

DARREN MEDLIN



**Brrrr, it's cold!** As I write your Vice President, Chuck Fisher, is braving the 10-degree Oshkosh winter to attend EAA's Leadership Academy. This recurring program is a brief but wonderful introduction to EAA staff and all the programs available to support chapters. I look forward to Chuck sharing the latest information on how to keep our chapter growing and vibrant.

growing and vibrant.

**You are helping youth.** At our January meeting a roster of presenters talked about all the things your chapter is doing to introduce youth to the joys of aviation. In addition to our incredible Young Eagle pilots and ground crews we're also blessed with tremendously generous members and mentors who have donated engines, airframes, tools and time to the new aviation program at San Antonio's Southwest High School.

If you would like to be a more active part of our chapter's youth outreach it's easy to start. Talk to me or one of the other regular mentors, Jon King, Frank Covington, Ron O'Dea, Jane Kellogg, or Frank Pisz. If you have aviation related items, parts or tools that you no longer need please consider donated them. If you'd just like to just watch the class you are more than welcome, just ask a mentor for details.

**VMC Club.** Rafael Cortez led a seasonally appropriate discussion about flying into unexpected snow at night. The VMC scenarios discussed every month are based on experiences from members across the country. These sessions give pilots the chance to discuss options for challenging situations while sitting safely on the ground. In addition to experienced pilots, there is always one or more CFIs in the room. After the formal guided portion there is open hangar talk where we share recent lessons learned or observations related to flying. In addition to helping keep our heads in the game these sessions often qualify for FAA WINGS program credit, an extra bonus. See the Activities Calendar in this newsletter for upcoming VMC club meetings.

**Drones.** <https://www.regulations.gov/docket?D=FAA-2019-1100> is the link to the FAA proposal for Remote Identification of Unmanned Systems. If you scan the almost 6,000 comments this proposal has received, you see concern from recreational users that the playing field is being tilted toward the commercial operators in a big way. There are parallels to the policy tug-of-wars between Commercial and General Aviation. I am one of several members with their FAA Part 107 Remote Pilot (Drone) Certificate. We have until March 31<sup>st</sup> to submit comments on the proposal.

**Feeding Your Friends.** Facility manager Freda Jones is taking volunteers to host a meal. You decide the theme and menu. You can buy everything (and get reimbursed by the chapter) and prepare the

dishes, ask for specific things to be brought by volunteers, or combine the two approaches. Either way it's a great way to support the chapter and experiment with a new recipe or two. Get with Freda for details.

Reader, your thoughts, idea's, enthusiasm, and dedication are priceless. If you have an idea or suggestion email [president@eaa35.org](mailto:president@eaa35.org), text me at (210) 875-9971 or just grab me to talk. Enjoy flying in the cooler weather and I'll see you February 8<sup>th</sup>!



## VP notes; Chuck Fisher

I've just returned from Oshkosh, (yes in January) where I had the opportunity to attend the EAA Chapter Leaders Academy held at the EAA museum and the Air Academy Lodge. If you haven't been to Oshkosh, the museum is absolutely a must see! The bottom line is that we have an outstanding chapter but there is even more we can learn and do. I was absolutely amazed by the level of support provided by EAA on our behalf. I belong to a lot of professional organizations for which I pay 10 to 20 times more dues every year, and I have to say EAA is by far the best value and most engaged of any of them. You should be very proud of your organization, and you will hear a lot more about new initiatives over the next few months.

One such initiative is a new chapter roster tool that prints a photo directory. So, beginning next meeting we'll start taking Mug-Shots for our directory.

I would be remiss if I didn't recap our first 2020 meeting of your newly elected Board of Directors. In 2019 we were able to provide support to youth education activities at Southwest High School, the Air Academy, lots of young eagles' flights, a Ray Scholar as well as updating our clubhouse, enhancing and growing the VMC club and movie night activities...and we enjoyed superb meals and events at bargain prices. In the end, we finished the year right on target!

The board finalized a budget that does everything above and has room to grow, a schedule that includes three fly-ins, monthly VMC club and movie nights and plans for fly-out events as well.

Open items, though. We need a volunteer to represent the builders, help them with resources and tools to succeed and help guide prospective builders. If that is you, please speak up!

Finally, we had to shuffle the schedule some so next meeting we will discuss owner maintenance and experimental aircraft. Jeff Burns from the FAA has deep experience and the discussion should be fascinating. See you at the gathering!



# CHAPTER BULLETIN BOARD

## HELP is NEEDED!!!

### Chapter 35 needs your help

**Who can help with meals?? Freda is looking for help!**

Please contact Freda Jones at [ea35facility@gmail.com](mailto:ea35facility@gmail.com), or call (210) 570-9435.

## Fried Chicken Lunch

Main Course: Southern Fried Chicken with *special* herbs and spices

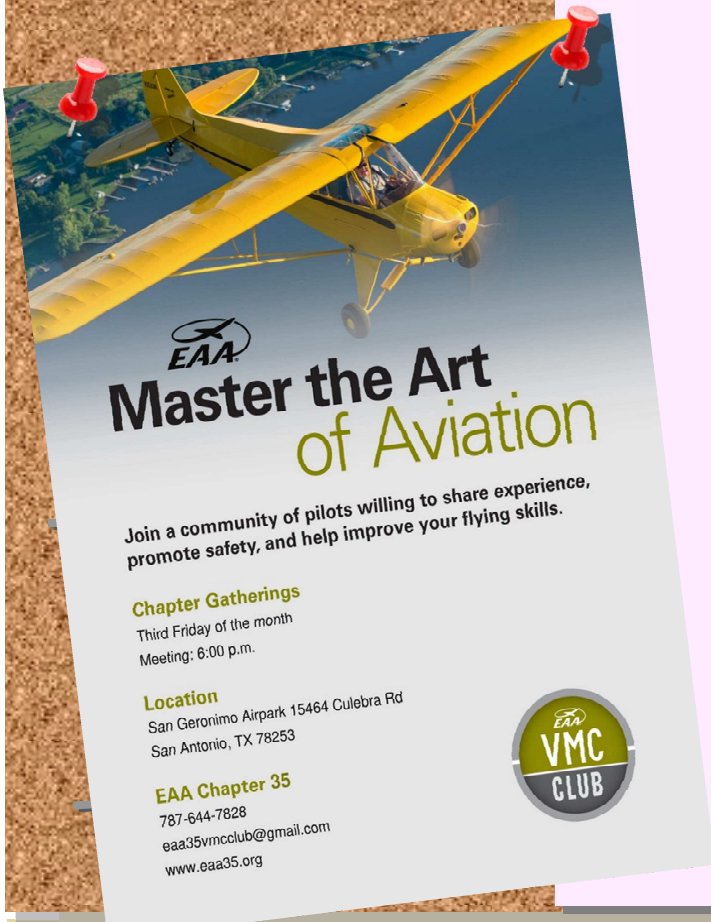
### Side Dish:

- Black-Eyed Peas
- Mashed Potatoes and Gravy
- Dinner rolls (...and gravy)
- Bacon-kissed Green Beans (you had me at bacon) (did I mention gravy?)


If you have a favorite black-eyed pea, mashed potato or BACON-kissed anything recipe, we would very much appreciate your contribution. Please contact Freda Jones at [ea35facility@gmail.com](mailto:ea35facility@gmail.com), or call (210) 570-9435.

**To Drink:** Unsweet Iced Tea, Lemonade, Coffee, Soft Drinks and Water

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



**EAA**  
**Master the Art of Aviation**  
 Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.  
**Chapter Gatherings**  
 Third Friday of the month  
 Meeting: 6:00 p.m.  
**Location**  
 San Geronimo Airpark 15464 Culebra Rd  
 San Antonio, TX 78253  
**EAA Chapter 35**  
 787-644-7828  
[ea35vmcclub@gmail.com](mailto:ea35vmcclub@gmail.com)  
[www.eaa35.org](http://www.eaa35.org)




**Shout Out:** Thank you to all our volunteers and preparers who supported the January Beef Stew Lunch. That was just perfect!

### Preparers/Servers

- Roxanne Beavers
- Peggy Fisher

### Contributors

- Chuck Fisher – Asiago Cheese Bread
- Peggy Fisher – Lemon Brownies
- Lew and Nancy Mason – Chocolate Cake
- Gail Scheidt – TWO Cakes!
- James Allen – Cinnamon Buneulo Chips
- Ulf Balldin – Pecan Pie
- Freda Jones – Brownies

## Continued ... Non-Pilots go to Air Venture

(Continued from page 1)

workshops so if you are helping build the spouses plane it might be fun to go take the workshop with or without your spouse—might escape harsh words. There are lectures from different people on different types of flying and destinations. I have sat in on presentations at the Blue Barn (only in existence for the last two years) to learn how to improve the chapter and how to appeal to younger people since they are the future of the organization. Some of these lessons can be applied to other organizations to which I belong. I have on two occasions been able to hear astronauts speak which is fantastic since I am a child of the space race. I have been able to meet some of the WASPs which is true honor. For the women Wednesday is dedicated to the celebration of women in aviation. This is the annual Womenventure. All who support aviation (don't have to be a pilot) can order a special shirt and take part in the annual photo. After the photo there is a luncheon with a speaker who is important to the advancement of Women in Aviation. Last year we got to hear KC Campbell and adventures flying a crippled A-10 back to base through a war zone. Truly inspiring.

Yes, there are shopping opportunities. There are gift shops located on the grounds along the flight line, in the warbirds area. There are several informal stands. These sell mainly Airventure merchandise, books, DVDs and all kinds of toys. There are 4 hangars full of different opportunities to shop, filled with everything from aircraft supplies to jewelry. I have lost my husband there when I went to look at cool stuff like hummingbird feeders while he looks at new dials for the airplane. The flymart is also located on the grounds—tents like a flea market with again a variety of merchandise. I found our favorite bamboo sheets there. They sell luggage, siphons (in case you need one) old aircraft parts, new aircraft parts. You never know where you will find and where you will find it. Also on the grounds there are two stores where you can buy some food and supplies that are needed. If this does not fill the bill there is an outlet mall not far from the grounds. Walmart and Target are close by and there are busses that will take you there.

Airventure is run almost completely by volunteers from all over the world. Volunteering can take on many forms like working in the shops (I know two volunteers who spend time at the Warbirds Gift Shop), working on the flight line, security, food for the volunteers and the pilots, etc. I have found my niche up at Kidventure. I have worked with the same people associated with the FAA for the past couple of years. I look forward to this adventure—true friends even

if just for a week. This past year before Kidventure opened one day one of the FAA guys took me to the simulator that air traffic controllers use. That was fantastic. The Air Force guys let me run the trial runs on their simulator another day. Volunteering is a very fulfilling experience and makes you feel like you have a part in putting on OshKosh. Volunteering gives you a true appreciation for all that is happening during this magical week.

Air shows and flying are the central theme of this event. I have to admit I am an airshow junkie. Yes I have my favorite performers—Kirby Chambliss, Michael Goulian are among my favorites. This past year we were treated to Julie Clark's last show at OshKosh and also Matt Chapman's. We got to watch them turn, twist and fall through the air. The air shows at Oshkosh feature many events and each year there is several celebrations and showcasing certain types of aircraft. This past year aerial firefighting was celebrated.

*So the moral of this story is: **EVEN those that don't fly can have lots of fun!***

We also got to see the A-10 Thunderbolt was also showcased. The Air Force Heritage flight at this event is always moving. The fighter jets are always exciting. The Warbirds truly make the experience special. The past

two years I have gotten to watch my own pilot fly in the salute to the L-Birds. Every year I have gotten to see Team Aeroshell and their T-3-6s. I have already been on the website for Airventure 2020 and the Canadian Snowbirds are making a return trip. Truly a magical experience and the Snowbirds will be celebrating their 50<sup>th</sup> year of performing. While on the topic of air shows don't forget the night airshow. You get to see fantastic flying, with fireworks, pyrotechnics, and LED's. One year featured Drones. After the flying part there is a truly fantastic fireworks display. I love this show. Usually get to see it two times.

So when your spouse suggests this adventure, take them up on it. You can shop, hang out at the crafts tent (I have never been there), meet the airshow performers. They all have autograph sessions and just awesome. I have many autographs and two very special ones hanging on my wall. When the performers are at their sponsor's tents they are very willing to pass the time of day with you. I have had that experience. I have gone up in the Bell Helicopter twice. Great experience. You can walk the grounds, ride the tram, whatever suits. Don't forget to visit the seaplane base. You have to ride a bus to get there but it can be fun and relaxing. You will see people camped under the wing of their planes. Some are basic camping but then there are those that are glamping. I love walking in the Warbirds area and imagining what those planes have been through. Think of it I have seen the plane that led the D-Day invasion. So many experiences.



# THE BUILDER'S/MAINTANCE CORNER

By Mark Julicher

## Troubleshooting an Alternator

Pilot, "I think my alternator is bad."  
 Mechanic, "How do you know?"  
 Pilot, "My battery is dead."  
 Mechanic, "That is a different problem."  
 Pilot, "No, the alternator did not charge my battery."  
 Mechanic, "What did the voltmeter show?"  
 Pilot, "I don't have a voltmeter."  
 Mechanic, "OK, "What did the ammeter show?"  
 Pilot, "I forgot to look."  
 Mechanic, "OK. Are the circuit breakers in?"  
 Pilot, "Yes, the ALT breaker is in."  
 Mechanic, "What about the FIELD breaker?"  
 Pilot, "What is that?"  
 Mechanic, "Never mind. Drag your plane over to the shop and let's have a look at it."

It seems that I have this conversation several times per year. Most of the time, the aircraft owner just does not have the tools or experience to diagnose an electrical failure, but it does not have to be that way. There are several techniques and clues that will help the non-mechanic figure out an electrical problem. Allow me to elucidate.

*[Journalist's handbook page 396.5, 'elucidate' ; high falutin' way to say "explain" but much more elegant. Helps to intimidate readers and make the writer sound smart. Do not overuse.]*

A fully charged 12-volt battery will show anywhere from about 12.6 to 13.2 volts on a voltmeter. The alternator must overcome this force; therefore, an alternator must make about 14 volts to charge the battery. If your plane is equipped with a voltmeter you can spot a problem right away. If the voltage is below 13 whilst you are flying then your alternator is faulty. If your voltage shows 12.0 your battery is 1/2 discharged.

At this point, you know your charging circuit is not working but you don't know why. If your plane is equipped with an ammeter, check if it is showing discharge or charge. More planes seem to be equipped with ammeters than with voltmeters so glance at the ammeter from time to time to check on the health of the system. Perhaps make it a habit to look at electrical indicators every time you switch fuel tanks.

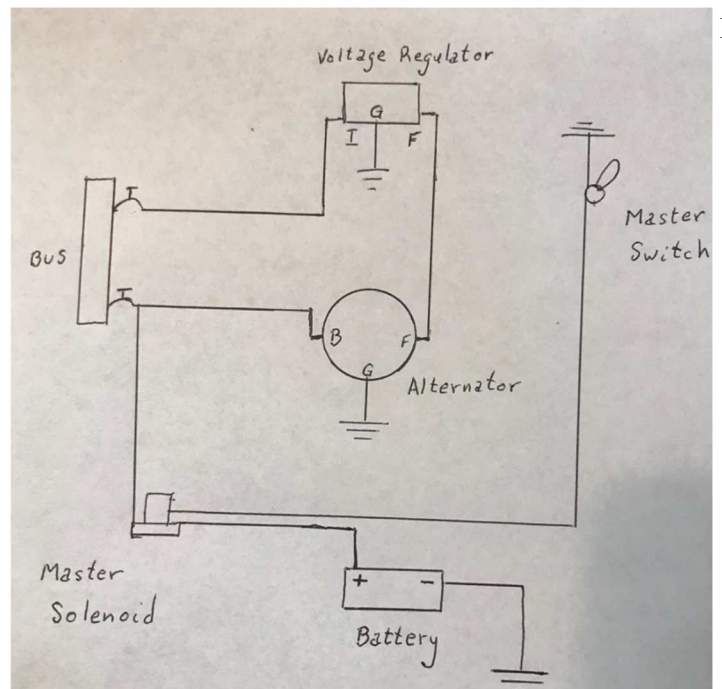
Now I'm not advocating that you should get totally distracted and try to do detailed troubleshooting in the air. Better to get back on the ground before the internal batteries in your glass display run out. But once back on the ground, what to do?

There are many possible causes for a dead charging system. Here is a list from least expensive to most expensive problem. Insert the word "bad" or "broken" before each noun in the list below:

field wire  
 ground connection  
 circuit breaker  
 master switch  
 voltage regulator  
 battery  
 alternator.

Figure one is a simple, aircraft, battery charging circuit. Most light planes are configured this way or very similar. Better yet, go dig up the schematic for your plane and follow along. Look at the various components and see what each needs to operate...the gozintas and gozoutas of each component are important.

**Figure 1: Simple aircraft charging circuit**



If

this is mumbo-jumbo to you, let's walk through the circuit and see what is happening. Start at the master switch. When the master is turned on, the master solenoid closes. When the master solenoid closes, the bus is energized. The energized bus

*(Continued on page 6)*

## ....THE BUILDER'S/MAINTANCE CORNER CONTINUED

(Continued from page 5)

feed the voltage regulator. The regulator sends the proper field voltage to the alternator.

Once the engine starts, the alternator produces electricity according to the field strength which is dictated by the voltage regulator. The voltage regulator is adjusting the field strength greater or lesser according to the voltage on the bus. The bus voltage is the higher value of either the battery or the alternator.

If the alternator is producing a higher voltage than the battery, then the battery gets charged. If the battery is bad it won't take (or hold) a charge.

What are the physics of failure? Why do these components fail? Obviously this topic is nearly endless, but here are a few possibilities.

The battery is a limited life item. The sponge lead inside the battery is dissolved and re-deposited hundreds of times. Precipitates are formed and reversed hundreds of times. Eventually the precipitates may short a cell or an internal connection in the battery may fail or an older flooded battery may lose water or be poisoned by non-distilled water. Consider that a four year old battery is suspicious and a five year old battery is nearing end of life. Batteries last longer the more you fly because batteries self-discharge while sitting around. Dirty batteries will self-discharge even faster because the dirt on the top of a battery is a conductive path.

The master switch is a limited life item, especially if you do not have a diode in the circuit to absorb the spark that occurs each time you turn that switch off. Notice that the master solenoid is a coil and that coil will produce a massive reverse-voltage spike when shut off. We have written about burned contacts before so 'nuff said. Also, the master switch is a mechanical device and can certainly break.

Most voltage regulators these days are electronic. The silicon components inside get hot. Heat is the enemy of silicon. Eventually, the regulator fails. If the regulator fails to low voltage output, the alternator quits and the battery discharges. If the voltage regulator fails to high output, the alternator responds accordingly and it may cook the battery.

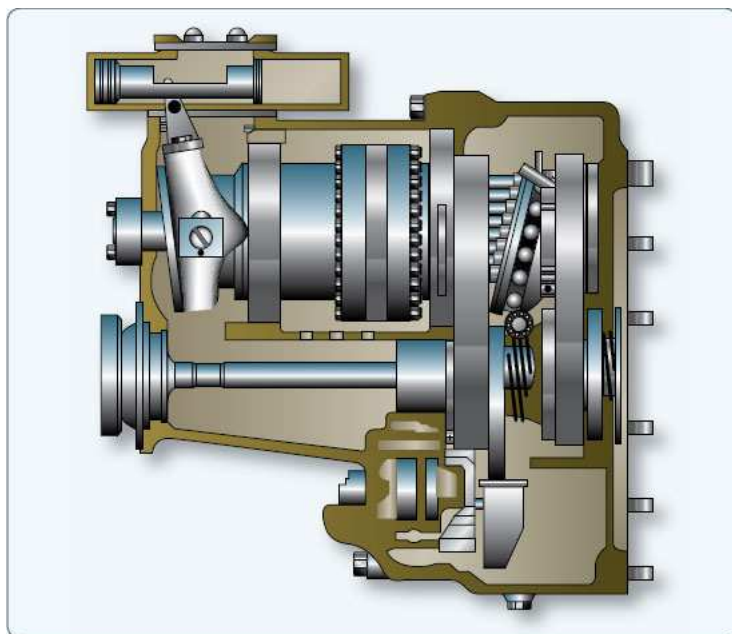
The master solenoid is a large contactor controlled by an electromagnet. The electromagnet is hundreds of turns of fine wire. All these components degrade over time due to moisture, heat, and mechanical actuation. They work good and last a long time until eventually they don't. Master solenoids, by the way, are rated for continuous duty while starter solenoids are designed for intermittent duty.

The alternator itself consists of an armature spinning inside a magnet. It produces alternating current that must be rectified to direct current. Therefore, there are silicon diodes inside that alternator – again, heat is the enemy. The bearings in that alternator can only last so long before they wear out. A belt-driven alternator that has the belt set too tight will wear out bearings rather quickly. Conversely, a belt-driven alternator with the belt set too loose will likely chew up the belt and that is not good either. Preflight that alternator belt!

Everything mentioned above is subject to dirt, moisture, corrosion, heat, and vibration. That means that circuit breakers may corrode internally. Ring terminals may break off, and wires may work harden and break, and frequently, wires touch a hot exhaust and fail. Oil leaking/spraying into an alternator can destroy it. Jump starting has been known to destroy certain voltage regulators.

I hope this short discussion has given you some insight into your electrical system and reminds you to look at the ammeter and voltmeter from time to time. If you heed the instruments your plane will often give you fair warning that you are about to lose an electrical system.

If you fly an experimental plane, do you have an electrical system schematic? If not, why not make one yourself?



## The San Antonio Aviation & Aerospace Hall of Fame 2020 Awards Dinner

By Andrea McGilvray

Last year I and a number of our members had the privilege of bringing airplanes on display at the Aerospace Hall of Fame at Kelly Airfield. This year there will be again a number of airplanes from our chapter at the event, along with a large membership attending the dinner itself.

Here is a little more about the event! No "invitation required". Anyone can go!

One of the amazing and grateful outcomes from this foundation has been the help with funds for the South West High School program of building the RV12. A number of our chapter members are volunteers in this project and this is just the start of this push. There are other things in the works that I am proud to say wow. What a team!

### About The Foundation

In July 2013, Dee Howard's children, Dee Ann Bridges and Lonnie Dean Howard, in collaboration with Dee's long time friend and former Senior Vice President and General Counsel of The Dee Howard Co., Wayne I. Fagan, established The Dee Howard Foundation Fund at the San Antonio Area Foundation. The Dee Howard Foundation was founded to build on the legacy of legendary aviation pioneer and entrepreneur Dee Howard by preserving the rich history of aviation in San Antonio of which Dee was a part, and to build and expand on that history for current and future generations.

In order to provide the infrastructure for the continued growth and sustainability of the Foundation, in December 2016, a Texas nonprofit corporation was established in the name of the Foundation, the Texas entity has been granted 501(c)(3) status by the IRS. The Texas entity is the operational arm of the Foundation and the Fund maintains the Foundation endowment and awards grants to further the mission statement of the Foundation.



Dee Howard

### **The San Antonio Aviation and Aerospace Hall of Fame was formed to honor San Antonio's Aviation and Aerospace History and to nurture our future generations of innovators.**

[The Dee Howard Foundation](#) (DHF) joined with other local, state, and national partners, to establish the San Antonio Aviation and Aerospace Hall of Fame. DHF is a 501(c)(3) Texas nonprofit, an all volunteer organization, and the net proceeds from the Hall of Fame are primarily used to fund the [DHF Pre-K thru 12 Initiative](#) focused on students from underserved areas of our community.

We invite you to participate in this historic event by attending the annual awards dinner on 26 March 2020 and becoming engaged in associated event activities.

To honor San Antonio's Aviation and Aerospace History and to nurture our future generations of innovators, [The Dee Howard Foundation \(DHF\)](#) has joined together, in collaboration with other local, state, and national partners, to organize the San Antonio Aviation and Aerospace Hall of Fame 2020 Awards Dinner to be hosted by [GDC Technics](#) at their state of the art hangar at [Port San Antonio](#).

The 2020 Hall of Fame will feature a reception with entertainment provided by the [Southwest High School Mariachi Band](#), dinner with the presentation of the Colors by the [433rd Color Guard](#) and the singing of the National Anthem by Lt. Col. Kat Strus, D.M. (USAF Ret.), induction of [2020 Honorees](#), the presentation of the third annual DHF STEM Education Excellence Award (SEEA), and a [display of current and vintage US Military and civilian aircraft](#). There will also be exhibits by some of DHF's education partners.

The San Antonio Aviation and Aerospace Hall of Fame is privileged to announce that the [Hon. Ron Nirenberg](#), Mayor of the City of San Antonio, will open the 2020 Awards Dinner and that [Dr. Bernard A. Harris, Jr.](#), Chief Executive Officer of the National Math + Science Initiative (NMSI), educator, two time shuttle astronaut, first African-American to complete a spacewalk, and 2017 Inductee to the San Antonio Aviation and Aerospace Hall of Fame will be the Keynote Speaker. [Brig. Gen. David E. Petersen \(USAF Ret.\)](#) Executive Vice President of the San Antonio Chamber of Commerce, will be the MC of this historic event.

To sponsor a table or to learn of additional sponsorship and table opportunities, please call or email Wayne I. Fagan at (210) 570-7888 and [wfagan@deehoward.org](mailto:wfagan@deehoward.org).



# EAA 35 Safety Brief

From Ron O'Dea



Declare an Emergency...the "Get out of jail free" card! When you declare an emergency it frees ATC to use all available means to help you! Listen to Joe's advice and be safe out there.

## Declaring an Emergency

by Joe Shelton *Angel Flight West*

Gather a room full of pilots and ask them the following questions:

How many of you have had an emergency while in flight?

How many of you have declared an emergency?

How many of you have had to complete any post emergency "paperwork?"

The answers are usually: A few, a few less, and zero.

That's right, most people who declare an emergency never face the dreaded "paperwork" that everyone fears.

Take me, for example. Once I was firmly IMC when the engine started running rough. The EGT/CHT instrument indicated that I'd completely lost power in one cylinder. Without hesitation I turned directly toward the nearest airport while holding the current altitude to give me the greatest possible range should the engine stop. I did what diagnostics I could, declared an emergency, telling ATC where I was going, what I was doing, and prayed. ATC confirmed my execution by clearing me direct to the airport I was already flying toward and asked for the number of souls and fuel onboard and the nature of the emergency.

The ceiling at the airport was about 1500 feet AGL, so I arrived overhead at my cruise altitude and circled down until I was below the overcast. I flew a close in abbreviated pattern and made an uneventful landing. On final I noticed flashing lights scattered around the ramp area. After landing I taxied by two fire trucks and three police cars that were standing by in case the situation warranted. I confirmed with ATC that I was safely on the ground, and that was it!

Since there was no damage to the aircraft I didn't file an NTSB report and I never heard from the FAA. But the truth is that I'd have been happy to fill out whatever reports the FAA, NTSB, or whomever wanted me to because I completed the flight safely. If you are interested, NTSB Part 830 provides the reasons and timing for when you must file a report.

You probably remember from your flight training that there are two phrases you can use to command attention depending upon the severity of the situation. "Mayday, mayday, mayday" implies a serious and life threatening emergency. "Pan, pan, pan" communicates

that you have an urgent situation. Personal opinion, if there is any doubt, "Mayday" is the right answer, or simply state "I am declaring an emergency."

Remember the old saw, "If you have an emergency, you should: 'Aviate, Navigate, and Communicate.'" The new take on that would add: "Manage," as in manage the problem to a safe conclusion.

Once you have declared an emergency, you have the right to do anything necessary to achieve a safe resolution. But first, FLY THE AIRPLANE and navigate toward a safe haven. Communication can wait until you are ready. If you need assistance, ATC is standing by to provide whatever you need. If you need a frequency, airport weather, approach information — it doesn't matter — ATC will help you in any way they can. If you have passengers you can also use them in whatever way makes sense.

The most important thing to keep in mind is that, in an emergency, the pilot should stay focused on doing whatever it takes to get the airplane safely on the ground. So, while in the midst of a situation, keep your focus, use the resources available, and declare an emergency if that will help.

Keep your Brain in the game!



By AOPA news:

## **FAA SETS JANUARY 8 END DATE FOR HI-WAS BROADCASTS:**

**[HTTPS://WWW.AOPA.ORG/NEWS-AND-MEDIA/ALL-NEWS/2019/DECEMBER/11/FAA-SETS-JANUARY-8-END-DATE-FOR-HI-WAS-BROADCASTS?](https://www.aopa.org/news-and-media/all-news/2019/december/11/faq-sets-january-8-end-date-for-hiwas-broadcasts)**

The FAA announced that the Hazardous Inflight Weather Advisory Service (HIWAS), which transmits weather advisories over some VORs, will be discontinued on January 8, 2020 HIWAS use has been in steady decline as pilots switch to more complete digital weather resources offering graphics and extensive coverage, such as the Flight Information Services-Broadcast (FIS-B) associated with ADS-B, said Rune Duke, AOPA senior director of airspace, air traffic, and security. Flight service specialists will still be available to provide

(Continued on page 11)



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-



— SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



Experimental Aircraft Association (EAA) Chapter 35 Young Eagles Program  
 plining Kids into the World of Aviation  
 HERE: Introductory Flight for 8-17 yr olds  
 Sub - FREE  
 EAA Student Membership  
 Sporty's Loan to Fly Course (3000) w/val  
 Administration to 2005, Science & Tech Museum  
 Academy of Model Aeronautics Membership  
 (Electronic Copy of EAA Sport Aviation  
 Magazine) (Electronic Copy of EAA Sport Aviation  
 Flight Flight Manual) (up to \$100)  
 Advanced Flight Training awards, award  
 Advances to Aviation membership  
 technology, Air Academy membership  
 Over 2 Million from national  
 www.YoungEagles.org  
 Area Listing for Organizations  
 Contact: Phil Tarrant

... Safety Brief continued

(Continued from page 8)

information on hazardous inflight weather by radio. Additionally, air traffic control will continue to advise pilots of hazardous weather within 150 nautical miles of the ATC sector area.

AOPA made it an advocacy priority to ensure that ending HIWAS would not leave pilots without a source of critical weather information, and the effort produced results. When the FAA originally proposed shutting down the service, it focused on eliminating 60 individual HIWAS-transmitting nav aids as it scaled back the national VOR network in an early phase of the NextGen modernization of the air traffic system.

In July 2018 the FAA asked for comments on the shutdown plan, noting that in the internet age, pilot radio calls to flight service had “dropped to less than 900 per day from an average of 10,000 radio contacts per day” in the 1980s.

Instead of the piecemeal approach first proposed, AOPA called for the FAA to offer a comprehensive plan for disseminating hazardous weather information. “Much of the data AOPA submitted as formal comments on HIWAS emerged from our 2018 weather survey, and the HIWAS questions on the survey were drafted in consultation with FAA,” Duke said.

“A thorough analysis of the utilization of HIWAS and a review of the FAA’s planned VOR decommissionings took place,” Duke said. “General aviation pilots have embraced the far more advanced weather capabilities that FIS-B provides and are overwhelmingly taking advantage of that NextGen-enabled service.”

During the FAA’s review, it also convened several safety panels on HIWAS in which AOPA participated.

In its Federal Register notice announcing HIWAS’s January 8, 2020, end date, the FAA pointed out that “pilots are no longer limited to only contacting a Flight Service specialist in order to adhere” to the regulation requiring pilots to become familiar with all available information concerning the flight.

There are now “numerous options” available to help maintain awareness of hazardous weather advisories, it said.

AOPA’s 2019 weather survey showed that most pilots are using FIS-

B, SiriusXM, or another datalink service routinely. Pilot satisfaction with the FIS-B service has also increased year over year. FIS-B has had new weather products come online, including Center Weather Advisories, and new airspace products, which AOPA advocated for, will be available within a year.

HIWAS service was not available in Alaska, where the TWEB service—for transcribed weather broadcasts—is not affected by the shutdown of HIWAS, Duke said.



Chuck Fisher photo of the EAA Chapter Leaders Academy. BARR!!





# Country Store

## RICHARD VINAS

This could be my last input to the newsletter as manager of the Country Store. Rick Vinas has agreed to take over the reigns next month. It has been great working with the membership in providing some classy Ch 35 logo merchandise, since 2013. With your purchases, the Country Store has provided a significant amount of revenue to your Chapter.

*On the road again,  
Brian & June*

The shirt is 100% ring-spun combed cotton pique. Solid dark blue back.



The 36" long X 34" wide apron is made of stain resistant material. It has 2 pockets on the front and a thermometer/pencil pocket on the bib and an adjustable neck strap.



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## JANUARY MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations once again to Charlie Brame for correctly identifying the January mystery airplane as the Grumman XF5F-1 Skyrocket. Charlie did admit that this one took a little research on his behalf but said he enjoyed the challenge.

The Skyrocket was a prototype that Grumman developed for the Navy as a potential shipboard fighter interceptor. Grumman presented a proposal to the Navy to produce a light weight, twin engine carrier based airplane and in June of 1938, the Navy agreed to purchase one prototype of the design. The resulting XF5F made its maiden flight on 1 April, 1940.

The Skyrocket was certainly an unusual looking airplane with its short, stubby fuselage starting aft of the leading edge of the wing. It was powered by two 1200 hp Wright R-1820 nine cylinder radial engines swinging geared propellers that rotated in opposite directions to counter for engine torque. The wings had a span of 42 feet and could be folded to 21 feet for shipboard storage. Empty weight was 8,107 lbs and maximum takeoff weight was 10,900 lbs. Maximum speed was listed as 383 mph and the rate of climb was an impressive 4000 ft per minute. The prototype was never fitted with any armament but the plan was for two 23 mm Madsen cannon and two 30 caliber machine guns.

The prototype underwent several modifications after initial flight testing which included an improved engine oil cooling system, revised engine nacelles, reduced canopy height, the addition of spinners to the propellers and the extension of the fuselage forward of the wing leading edge. These modifications were completed in July of 1941. Overall, the flight qualities of the XF5F were said to be good. During testing by the Navy, the Skyrocket participated in fly-offs with the Supermarine Spitfire, Hawker Hurricane, Curtiss P-40, Bell P-39, Vought Corsair, Grumman Wildcat and Brewster Buffalo. One test pilot reported that during a climb test to 10,000 feet with a Corsair, he pulled away so fast he thought the Corsair was having engine problems. He also described the aircraft as a carrier pilots dream with no engine torque to deal with and no large engine up front to look around. Although the XF5F did well during these tests, the Navy ultimately chose the Wildcat.

Landing gear issues plagued the Skyrocket during its short operational history and in December of 1944, the XF5F was scrapped after making a belly landing.



A land based version for the XF5F designated the XP-50 was also developed by Grumman for the US Army Air Corp. It shared much of the same design features of the Navy version except the fuselage was extended well past the leading edge of the wing to accommodate the tricycle gear configuration. After only 20 hours of flight time, the XP-50 prototype crashed in May of 1941 after the turbo-charger exploded.

Although neither the XF5F nor XP-50 made it into production, these prototypes served as a test bed for Grumman's awesome looking and highly successful F7F Tigercat.

Sources for the article include: Aviation-history.com and Wikipedia

XF5F Skyrocket in its original configuration (airwar.ru)

XP-50 The land based version of the XF-5F (aviation-history.com)



## NAME THE PLANE

DOUG APSEY

Here is your February Mystery Airplane. Look closely, it might not be as obvious as you think it is! Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the correct answer to the following questions?

1. What is its designation/name?
2. Which aircraft company built it?
3. What year did it first fly?
4. How many were built?



## CHAPTER NEWS

**Please welcome our newest members:**

**Scott and Rachel Musselman:** Scott and Rachel are homeless at the moment as they recently relocated to Hondo from Brazil! Scott, a Single and Multi-Engine Commercial Pilot, CFI, and A&P has just joined Texas Aircraft as the Marketing Director. Has an extensive background in aviation as a USMC Special Ops Pilot/Mechanic then most recently as a Missionary Pilot/Mechanic with experience in many types of aircraft. Scott says that if you are in the Hondo area to stop by and say hello. You may contact Scott at [srmusselman@gmail.com](mailto:srmusselman@gmail.com).

**David and Mardia McCarthy:** Dave and Mardia are from Boerne Stage Airfield where he is building an RV-7A. You may contact Dave at: [dave.mccarthy98@gmail.com](mailto:dave.mccarthy98@gmail.com)

**Kurt and Morgan Bertran:** Kurt and Morgan are from San Antonio where he is in Law Enforcement. Kurt is a Private Instrument rated pilot who flies his own PA28-140. You may contact Kurt at: [kurtbertran@bertrngroup.com](mailto:kurtbertran@bertrngroup.com)

170 MEMBER strong!



**Jake White A&P:** Jake started out loving airplanes as a child. Some people never grow up or out of their love. That is, of course, a very good thing. How boring of a world would that be if our dreams were only dreams? Jake in his creativity decided that flight was something that from an up position should come down but he did not yet know that gravity has a stronger pull than cardboard. One day he jumped out of a barn with a self-made set of wings. AND of course, we now as adults know that our arms and cardboard don't hold up to well to gravity. Thankfully he did not get hurt. Jake went into the military and was an aircraft mechanic for 38 years. He worked on F-102, F84F, F100's F4C's and F16. For a few years he also worked on Vintage and restored projects. He finally decided to retire and went back to school and became a civilian A&P at St. Phillips. He was the "teacher" when it came to his class on how to do fabric work at college. One of his favorite things is airplanes' fabric work. I asked him what he would tell his younger self and he said, get in General Aviation A&P work sooner. His brother is also a A&P and his father was a vehicle mechanic, acorns usually don't fall far from trees.

His one statement to know if you are aviation junky: **IF you hear an airplane and look up to see it in the sky!**

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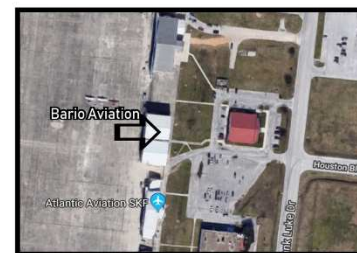
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Our dear friend and member Gerald Meloni passed away recently. His family is now looking to sell the CH-650 kit he was building. The aircraft is hangared here at San Geronimo Airpark. You may contact Nicole at: [nicolemmeloni@gmail.com](mailto:nicolemmeloni@gmail.com).






Anyone selling a 12v Turn coordinator ? IF so, please contact me: [Erick Vasquez <eric.vasquez7@icloud.com>](mailto:eric.vasquez7@icloud.com)

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CHAPTER CALENDAR — CONTACT [EAA35VP@GMAIL.COM](mailto:EAA35VP@GMAIL.COM) - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

FEBRUARY	8	<b>1130 Lunch Topic:</b> Jeff Burns, Airworthiness FAASTeam Program Manager (FPM)
	21	VMC: Topic: Fatal Loss of Control: Airliner differences + GA's 4 big Failures; <b>7:30 pm Movie</b>
MARCH	14	<b>11:30 Lunch; Program:</b> Chris Hyatt, Restoring and flying the Baby Great Lakes
	20	<b>6:00 pm VMC Club; 7:30 pm Movie</b>
	26	San Antonio Aviation and Aerospace Hall of Fame 2020 Awards Dinner <a href="https://www.deehoward.org/saaahof-2020-dinner">https://www.deehoward.org/saaahof-2020-dinner</a>
APRIL 	11	<b>9:00 FLY-IN BREAKFAST (Chef, Prep Cooks, Servers always Needed)</b> Board of Directors Meeting to follow
	17	<b>6:00 pm VMC Club; 7:30 pm Movie</b>
	18	Optional Activity (Fly-Out/Rally) TBA 
MAY	9	<b>10:00 SPRING CLEANING! Bring your work-clothes, gloves, and energy!</b> <b>Lunch to follow (If you've done your chores)</b>
	15	<b>6:00 pm VMC Club; 7:30 pm Movie</b>
	18	Optional Activity (Fly-Out/Rally) TBA 
JUNE	13	<b>11:30 ANNUAL CHAPTER 35 MEMBERS PICNIC</b>
	19	<b>6:00 pm VMC Club; 7:30 pm Movie</b>
	20	Optional Activity (Fly-Out/Rally) TBA 
JULY 	11	<b>9:00 FLY-IN BREAKFAST (Chef, Prep Cooks, Servers always Needed)</b>
	17	<b>AIRVENTURE – No VMC club or Movie this month</b>

## UPCOMING EVENTS

## Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>EAA <http://www.eaa.org/calendar>Fly-ins <http://www.flyins.com>Fun Places <http://funplacestofly.com>Social Flight <http://socialflight.com>Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>Milavia <http://milavia.net>EAA Facebook Page: <https://www.facebook.com/pg/ea35>**VMC: February 21:** Topic: Fatal Loss of Control: Airliner differences + GA's 4 big Failures

Description: We will watch a video discussion on the 4

main causes of Loss of Control accidents in GA, and how the airlines training is different from GA training to avoid them.

**March 12-15** Gainesville (GLE) [Lonestar STOL](#) Competition/Flyin**March 26, 2020** San Antonio Aviation and Aerospace Hall of Fame 2020 Dinner and induction of Honorees which will be held on March 26, 2020 at Kelly Airfield at the GDC Building Contact: [wfagan@deehoward.org](mailto:wfagan@deehoward.org). For tickets!**April 3-4** (5th Rain day) IAC Competition Edna Texas 26R.**May 29 & 30** AOPA has a fly-in at San Marcos

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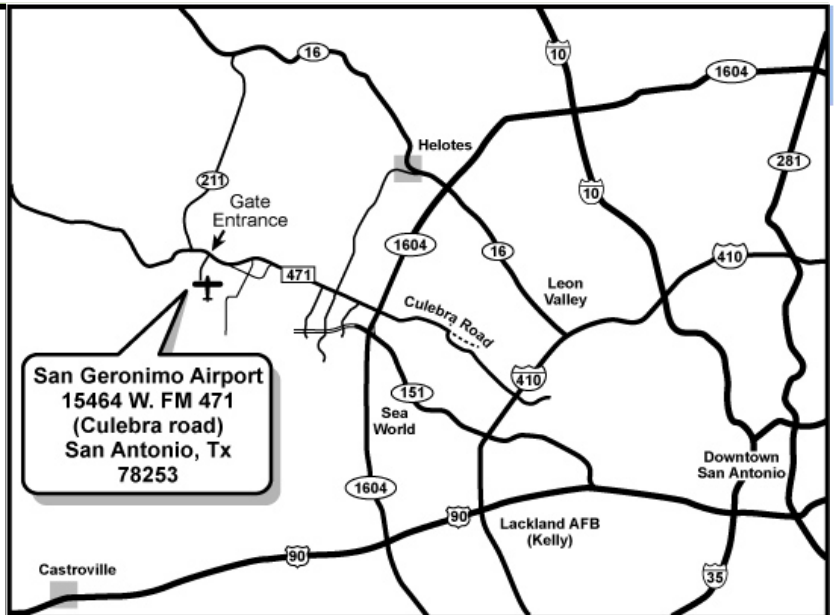
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# **Chapter 35 meets Each Second Saturday of the Month**



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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